

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 8495

號八十月二年三統宣

SATURDAY, MARCH 18, 1911

六拜禮

號八十月三英港香

\$36 PER ANNUM.
SINGLE COPY 10 CENTS.

Telegrams.

INTERNATIONAL DISPUTES.

QUESTION OF REFERENCE TO ARBITRATION.

(REUTERS SERVICE.)

Bombay, March 17, 2.5 p.m.

In the House of Commons, Sir Edward Grey, Secretary of State for Foreign Affairs, said that Japan was aware of the views of Great Britain respecting the reference of international disputes to arbitration.

It was quite undesirable, however, he said, at this stage to inform the House concerning anything which may have passed between the two Governments.

THE TAI CHING BANK.

INVESTIGATION TO BE MADE.

(“SHEUNG PO” SERVICE.)

Peking, March 17.

The Board of Finance proposes to send special deputies to investigate into the management of the various branches of the Tai Ching Bank.

PEKING PATRIOTS.

FORM A POLITICAL PARTY.

(“SHEUNG PO” SERVICE.)

Peking, March 17.

The Patriotic Society in Peking has requested the Board of Interior to allow the society to establish an Imperial party.

The request has been complied with.

MACAO.

QUESTION REFERRED TO THE HAGUE.

(“SHEUNG PO” SERVICE.)

Peking, March 17.

The Board of Foreign Affairs proposes to send H.E. Kao Ehr Kim as Special Commissioner to the Hague to settle the question of the delimitation of Macao.

Telegrams.

HEUNGCHOW.

DECLARED A FREE PORT.

(“SHEUNG PO” SERVICE.)

Peking, March 17.

The Chief Commissioner of the Customs has memorialized the Throne to open up Heung Chow as a free port. An imperial decree has been issued consenting to the Commissioner's memorial.

[It will be remembered that when the relations between the Chinese and Portuguese became strained over the Macao delimitation scheme, a strong and concerted effort was made to create a port at a spot called Heungchow. The country was by no means attractive, and was described as being a barren waste, with sand hills. A number of local gentlemen were, however, most enthusiastic, and within the last year or so a large number of temporary buildings have been erected. There are some large towns a few miles away, and the recent unfortunate omens in Macao, no doubt, acted as a stimulus for the departure of many more Chinese who have now gone to swell and strengthen the population in Heungchow, which port, it was fondly hoped by the Chinese, would ultimately develop into a promising rival to Macao. Now that it is declared a free port, a wonderful impetus should be given to its trade.]

FRENCH DEMAND FOR MINES.

IN YUNNAN.

(“SHEUNG PO” SERVICE.)

Peking, March 17.

The French minister at Peking has requested the Board of Foreign Affairs to grant the privilege of opening up the mines in the province of Yunnan to the French Government.

The Board has refused the request on the ground that the Chinese people are very indignant towards foreign nations at the present moment.

Attitude of the British Government.

(“SHEUNG PO” SERVICE.)

Peking, March 17.

The Chinese Minister at the Court of St. James has telegraphed to Peking that the British troops will be stationed in Yunnan even if the boundary dispute be settled, for the protection of commerce.

He stated that the British Government considers the withdrawal of the British troops and the delimitation of the boundary are two separate questions.

Telegrams.

THE CRISIS.

PRINCES AT LOGGERHEADS.

(“SHEUNG PO” SERVICE.)

Peking, March 17.

Prince Lun has asked the Prince Regent to hold an extraordinary meeting of the National Assembly to consider the critical situation in which the country is at present, but the Prince Regent desires to defer the meeting on account of the absence of H. E. Na Tung and Prince Ching.

Therefore, Prince Lun went to see H. E. Na Tung and Prince Ching. H. E. Na Tung had nothing to say, but Prince Ching was annoyed, and was strongly opposed to the idea of holding a meeting.

Russia Magnanimous.

Peking, March 17.

The Russian Minister at Peking has notified that Board of Foreign Affairs that the representation rendered by Russia recently will be cancelled.

Treaty to be Discussed.

(“SHEUNG PO” SERVICE.)

Peking, March 17.

Prince Ching has communicated with the Board of Foreign Affairs to notify the Russian Minister at Peking to be present at the Board to consider the treaty between Russia and China on Monday, the 20th inst.

Paper Suppressed.

Peking, March 17.

A Chinese contemporary has been suppressed in Vladivostok for publishing sensational articles against the Russians.

Deputies to Investigate.

Peking, March 17.

Prince Tai Tao and the President of the Army Board intend to send special deputies to investigate the Mongolian disputes.

The Board of Foreign Affairs strongly objects to the suggestion,

Telegrams.

fearing that this step might offend the Russian authorities.

When one considers the fact that the greater part of Mongolia is at present in no better state than a desert, while the northern portion of it is within the sphere of influence of Russia, it will not be difficult to foresee the future severe economic competition that will be waged between Russia and China on the vast Mongolian fields. Owing to the constant circulation of rumours alleging hostile outbreaks between Russia and China the question of administering Mongolia is occupying great attention throughout the world.—“Japan Herald.”

FRONTIER DISPUTE.

DISCUSSED AT THE HAGUE.

(“SHEUNG PO” SERVICE.)

Peking, March 15.

The Grand Councillors intend to submit the question of the disputed territory, Pien-ma, to be decided by the Hague Tribunal.

BRITISH TROOPS DYING.

(“SHEUNG PO” SERVICE.)

Peking, March 17.

The British troops have retired 150 li from Pien-ma, owing to the dampness of Yunnan, and a large number of the troops have died as a consequence.

DALAI LAMA.

ESCAPED INTO RUSSIA.

(“SHEUNG PO” SERVICE.)

Peking, March 17.

It is rumoured in Peking that the ex Dalai Lama has escaped into Russian territory.

FAMINE IN ANHUI.

RELIEF FUNDS TO BE RAISED.

(“SHEUNG PO” SERVICE.)

Peking, March 17.

The Prince Regent has instructed the Board of Finance to raise funds to relieve the great famine in Anhui.

NEW TARTAR GENERAL.

ARRIVES IN PEKING.

(“SHEUNG PO” SERVICE.)

Peking, March 17.

The newly appointed Tartar General of Ili arrived at Peking yesterday.

Telegrams.

THE NAVAL CRISIS.

STATEMENT BY

MIR. McKENNA.

(THE “TELEGRAPH” CORRESPONDENT.)

London, March 17, 9.55 p.m.

Mr. R. McKenna, First Lord of the Admiralty, has stated in the House of Commons, in a debate on our naval predominance, that Britain has 23 Pre-dreadnoughts under 15 years old, Germany 18, and America possesses 16.

In regard to those under 12 year old Britain has 12, Germany 10, and America 13.

OUR POSITION IN 1914.

A great weapon is being forged by the three Powers which form the Triple Alliance. In Northern Europe the German programme is being pushed on to completion unhesitatingly. In 1914 Germany will have in commission twenty-one Dreadnoughts and super-Dreadnoughts. In 1917-18, as at present arranged, she will have twenty-eight of these craft. But it is confidently anticipated in Germany that the programme will be increased in 1912.

The German Navy League and the Pan-German League have been untiring in their efforts during this year to bring this about, and these leagues have weight behind them. The membership of the Navy League alone is well over a million. The impulse forces of such a body in any one direction is tremendous. The increase in the programme may be fairly confidently looked for, as such increase would be popular in the Fatherland with all classes.

Towards the end of 1914 an international naval crisis will be at hand.

I do not mean necessarily a belligerent crisis, but one of figures. It is then that the fleets of the Triple Alliance threaten to approach our own in numerical strength. Whether they will do so depends upon us (and when I say “us” it means you and me, very largely), and what we do between now and then.

The German Fleet at the end of 1914 will consist of the following “capital” ships:—

Old battleships.....	2
Pre-Dreadnoughts.....	20
Dreadnoughts & super-Dreadnoughts.....	16
Dreadnought-cruisers.....	15

These figures can, I think, be taken for granted. If there is any variation it will be on the side of increase rather than diminution.

ITALY.

Now as regards Germany's two allies: Italy and Austria. In 1908 Italy entered into the company of “Dreadnought” builders. In 1914 she will have four of the class in commission. At that date her fleet will consist of the following “capital” ships:—

Old battleships.....	5
Pre-Dreadnoughts.....	8
Dreadnoughts.....	4

AUSTRIA-HUNGARY.

Austria also is building four “capital” ships of the latest type. The latest information to hand (December, 1910) is to the effect that the first of them will be launched next April, the second in October; while it is hoped that all four will be ready by the end of 1913. Therefore, we are safe in assuming that they will be in service in 1914.

This will make the Austrian fleet, as regards “capital” ships at that date, to be as follows:—

Old battleships.....	8
Pre-Dreadnoughts.....	6
Dreadnoughts.....	4

In addition to the “capital” ships detailed above, each Power has appropriate numbers of cruisers and torpedo craft; but as it is the “first line” ships which virtually decide the fortunes of a naval war, they have been excluded from this computation of strength.

The following table summarises the “capital” ships of the Triple Alliance in 1914:—

Power.	Old Battleships.	Pre-Dreadnoughts.	Dreadnoughts and Super-Dreadnoughts.	Totals.
Germany.....	2	20	21	43
Italy.....	5	8	4	17
Austria.....	8	6	4	18
	15	34	29	78

Of the above, the fifteen old battleships are of problematical fighting value, being slow of speed and poorly armed and protected against modern shell fire. Among the eight Austrians are included three modern vessels (1902-4), which from their weak armament and small size are really only cruisers, but lacking a cruiser's speed.

THE ENGLISH NAVY.

At the present time our Navy is very much stronger than that of the Triple Alliance. It will continue to be so for several years; but towards the end of 1914 this marked superiority is in danger of disappearing.

Dividing the “capital” ships into divisions as nearly as possible similar to those of the Triple Alliance, we have:—

In commission:	Pre-Dreadnoughts	Class.	Class.
Trafalgar.....	2	Majestic ...	9
Royal Sovereign ...	8	Canopus ...	6
		Formidable ...	8
		Albion ...	5
		Triumph ...	2
		Dominion ...	8
		Lord Nelson ...	2
Total.....	10	Total.....	40

In commission, building, or authorised, Dreadnoughts and super-Dreadnoughts:—

Dreadnoughts & super-Dreadnoughts.....	18
Battleship-cruisers.....	9
Total.....	27

A COMPARISON.

Comparison with “Capital” ships of the Triple Alliance, detailed above:—

Class.	England.	Alliance.
Old Battleships.....	19	15
Pre-Dreadnoughts.....	40	34
Dreadnoughts, &c.....	27	29

From the above it will be seen that the Triple Alliance apparently has a preponderance in the latest type of battleships; but it must be remembered that the figures of the British units do not contain those vessels to be laid down under the programme of 1911, the number of which is at present unknown. Nor, on the other hand, must it be forgotten that out of the British Dreadnoughts and super-Dreadnoughts, two are earmarked for service in Australian waters, and one, together with two Pre-dreadnoughts (Triumph and Swiftsure), for service in the Far East. This brings the above table down to the twenty-four Dreadnoughts and thirty-eight Pre-Dreadnoughts.

Giving effect to the above deductions, we find the Triple Alliance has a superiority of

Five old battleships,
Five Dreadnoughts and super-Dreadnoughts; and an inferiority of

Four Pre-Dreadnoughts.

ENGLAND'S TASK.

From these figures it is obvious that England must build considerably during 1911 and 1912 to put her position into a state of absolute security, and it is with only “absolute” security can we be content. The British Fleet in Europe has to be split into two portions, owing to the incursion of Italy and Austria into the realm of Dreadnought builders.

Here is the force with the Triple Alliance can concentrate against us:—

Area.	Old Pre-D.	Sup.-D.
North Sea.....	2	20
Mediterranean.....	13	14

What is the force we must have in order that England may reasonably consider herself absolutely secure? To my mind, our minimum strength consistent with security would be:—

Area.	Old Pre-D.	Sup.-D.
North Sea.....	None	24
Mediterranean.....	None	14

Total.....38.....35
(Our Pre-Dreadnoughts are, on the whole, superior to those of the Triple Alliance.)

Out of these seventy-three units we have already, or authorised (excluding those detailed for extra-European service):—

38 Pre-Dreadnoughts,

24 Dreadnoughts and super-Dreadnoughts,

62 units.

This leaves us to construct eleven of the latest type of battleships between now and 1914. That means that only ships laid down in 1911 and 1912 will be completed in time, and as I have already included five units to be laid down in 1911 (programme of 1910), in the above total of twenty-four British Dreadnoughts, it appears vital to lay down another batch in 1911, and the balance in 1912.—“Pall Mall Gazette.”

SUICIDE OF A LONDON BANKER.

MANAGER OF BRANCH OF PARR'S BANK.

(THE “TELEGRAPH” CORRESPONDENT.)

London, March 17, 9.55 p.m.

Mr. Carnegie, the manager of the Lombard Street branch of Parr's Bank, has committed suicide.

The sad event has caused a good deal of excitement in London banking circles.

CHINA SUFFERS FROM SWELLED HEAD.

SAYS SIR FRANCIS YOUNG-HUSBAND.

(REUTERS SERVICE.)

London, March 18, 7.5 a.m.

In a letter published in the “Times” from Sir Francis Young-Husband, dealing with the present crisis in the Far East, he considers that it is far more likely that China is the aggressor than Russia.

He contends that China is suffering from “swelled head” since the Russo-Japanese war, and seems to take it for granted that she can disregard her treaty obligations with impunity in Kuldja as well as in Tibet.

Mr. Latimer Thomas.—The degraded poor are mainly a manufactured article, the product of social neglect, social selfishness, and social greed.

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PAID-UP CAPITAL\$16,000,000
RESERVE FUNDS:—
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\$31,250,000

RESERVE LIABILITY OF PROPRIETORS\$15,000,000

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For 6 months, 3½ per cent. per annum.
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N. J. STABB,
Chief Manager.
Hongkong, 1st March, 1911. [20]

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INCORPORATED BY ROYAL CHARTER 1853.

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PAID-UP CAPITAL£1,200,000
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Wm. DICKSON,
Manager.
Hongkong, 26th April, 1910. [22]

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" 6 "3-1/2 " " "
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TAKEO TAKAMICHI,
Manager.
Hongkong, 27th September, 1910. [18]

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CAPITAL PAID UP ... Gold \$3,250,000
RESERVE FUNDGold \$3,250,000
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For 6 " 3½ " " "
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GEO. HCGG,
Manager.
No. 9, Queen's Road Central,
Hongkong, 20th Feb., 1911. [13]

Banks.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

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Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABB,
Chief Manager.
Hongkong, 24th Jan., 1911. [11]

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R. TIMMERSCHIEDT,
Manager.
Hongkong, 16th Mar., 1911. [2]

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Assets\$415,250.00
Income for Year\$366,559.00
Insurance Fund.....\$216,813.00

LEFFERTS, Knox, Esq., District Manager, Canton, Macao and the Philippines.
B. W. TAPE, Esq., District Secretary.

ALEXANDRIA BUILDING.
C. LAWDER, Esq., Inspector, Hongkong.

ADVISORY BOARD, HONGKONG.
Sir Paul Chater, Kt., C.M.G.
T. F. Hough, Esq.
C. J. Lafrentz, Esq.
Hongkong, 26th Jan., 1911. [810]

HONGKONG GENERAL CHAMBER OF COMMERCE.
NOTICE.

THE ANNUAL GENERAL MEETING of the Members of the Hongkong General Chamber of Commerce will be held on MONDAY, the 20th March, 1911, at 4 o'clock p.m., precisely, in the old Chamber of Commerce Room, CITY HALL, for the following purposes:—

(1) To receive the Report and Accounts of the Committee for the year ended 31st December, 1910.
(2) To elect a new Committee.
(3) To transact any general business.
By Order,
E. A. M. WILLIAMS,
Secretary.
Hongkong, 11th Mar., 1911. [959]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.
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Hongkong, 15th March, 1908. [41]

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SHANGHAI, MOJI, KOBE & YOKOHAMA	Palma Capt. G. W. Cockburn, R.N.	About 23rd Mar.	Freight only.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO & PORT SAID	Palawan Capt. G. R. Longden, R.N.	About 5th April	Freight and Passage.

For Further Particulars, apply to
P. & O. S. N. Co.'s office, Hongkong, 17th March, 1911. [4]

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Hongkong, 6th February, 1909. A. F. DAVIES, Manager. [26]

GRAND HOTEL.

No. 2, Queen's Road Central.

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F. REICHMANN, Proprietor, Hongkong, 11th February, 1911. J. H. OXBERRY, Manager. [857]

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Hongkong 22nd July, 1910. MANAGER. [27]

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9 P.M. to 11 P.M.

Admission 50 cents.

String Band will play at the above Hotel every Sunday commencing from 4.30 p.m. to 11 p.m.

W. GALLAGHER, Manager. [25]

Hongkong, 11th March, 1911.

Correspondence Invited. HARRIS & HIBBERD, Props.

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Yokohama, October 13th, 1910. [32]

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ESTABLISHED 1864.

Hongkong, 16th January, 1911. [32]

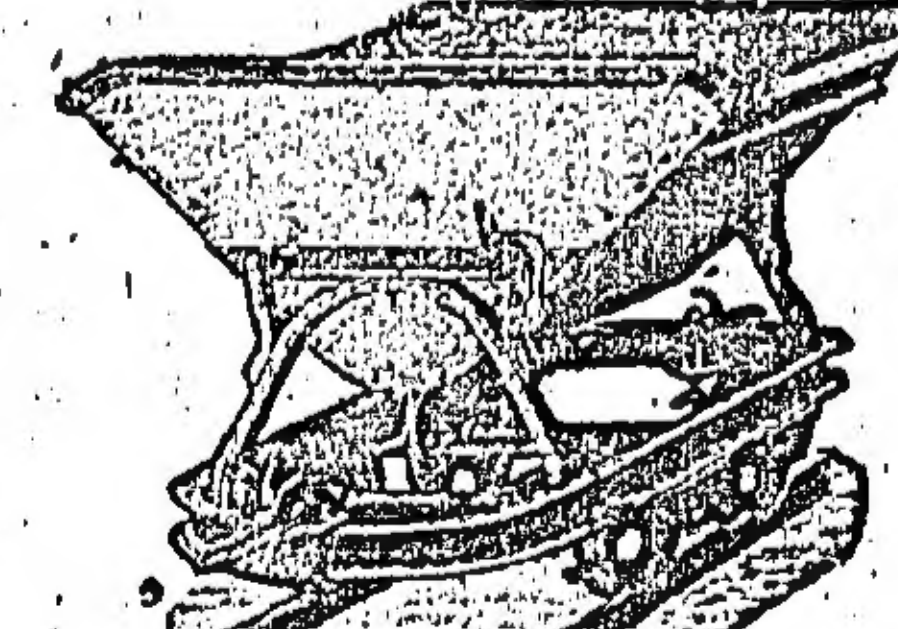
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[38]

N. LAZARUS,

OPHTHALMIC OPTICIAN.

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TSIN TING.

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Hongkong, 19th June, 1910. [1]

Dr. M. H. CHAUN,

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From the University of Pennsylvania, U.S.A.

Telephone 126.

Hongkong, 27th January, 1910. [2]

OCEAN NEWSPAPERS.

Travellers have no need to be without the day's news of the world nowadays, says the "New York World."

The circulation of the "Canard Daily Bulletin" on the steamship Lusitania is over 2000 a day now, and has reached 2500. This can no longer be called a little sheet. It is quite an ambitious one. There are 32 pages, ten inches by six. It is excellently printed on fine, glazed paper, and sells at 5 cents. It goes to press at 1 a.m., and is ready for the breakfast table.

Many passengers have it delivered to their berths, and read the day's news before they get up. No longer does the ocean daily contain only the doings on board the vessel on which it is published. Practically everything of news value in the whole world appears in the dailies on land. For instance, on the voyage during the British general election full returns were printed every morning, of the results announced down to the previous night.

From Rostov's London wireless service the ocean daily editor gets plenty of material. Stock-exchange quotations are given very fully. All notable events and the movements of famous people are recorded. Moreover, the ocean daily often gets news that the land dailies cannot get. For the liners are in touch with one another as well as in touch with land all the way across the ocean, and each vessel supplies items of news about itself and its passengers.

A very artistic production is the "Journal de l'Antique," published on board the steamship La Provence of the Compagnie Generale Transatlantique. It has larger pages than the "Canard Bulletin," and each number is well-illustrated, and the news is published in both French and English.

During an ordinary voyage this steamer is in touch with thirty-two liners and eleven shore stations in addition to the two regular long distance stations at Olifden and Cape Cod.

The daily of the steamship Kaiser Wilhelm II. has twenty-four pages, and it has so many advertisements it can be given free to the passengers and still leave the Norddeutscher Lloyd a profit. Humorous illustrations are a feature, and a puzzle page gives much amusement on the voyage. Much use is made of the paper to keep passengers in touch from a business point of view.

One of the simplest of the ocean dailies is the "Transatlantic American," issued on the steamers of the America Line. It is only a four-page news sheet, but it has editing reduced to a science. On one day during her last voyage the steamship St. Louis had news from the Cape Race land station, the English warship Indefatigable, the yacht Yolanda, the cableship Cambria, and the liner Kronprinzessin Cecilie.

The "Atlantisches Tageblatt" of the Hamburg American Line is a sixteen-page sheet, and makes no pretension to elegance. It is printed partly in German, partly in English, and has a story by some popular writer. It makes advertisements of hotels its strong feature.

On the other hand the "Express Mail," published on board the Canadian Pacific liner Empress of Ireland, is a most elegant affair. It has twelve pages, and is enclosed in a handsome wrapper stamped in gold with an emblematic design printed in the richest colors. It is delivered to the passengers free and has no advertising, unless one may consider as such the beautiful pictures given of Canada.

BILLIARDS.

Two other games were played Thursday night at the Soldiers Club between the K.O.Y.L.I. left half and the Royal Engineers "A" team. Both games resulted in favour to the former team. The first game was of a very slow nature, but it resulted in a close finish.

The following are the results:—
Lt. Col. Dempsey (K.O.Y.L.I.) 250 best Quarter-master Sergeant Barnfather (R.E.) 240.
Private Stringer (K.O.Y.L.I.) 250 best Sergeant Goddard (R.E.) 219.

OUR
CONTEMPORARIES.

WHAT THEY THINK.

China Mail.

OUR INCREASING
BURDENS.

During the debate which ensued it was pointed out that even with the additional revenue raised a deficit will have to be faced at the end of the year of \$118,294; that the Colony's financial worries were brought about not so much by the opium revenue losses as by the big railway expenditure and the ever growing cost of local administration, while the injustice of the present system of levying the Colony's military contribution on the gross revenue—thus increasing our burden in this respect automatically as we raise more revenue to meet our difficulties—was again glaringly illustrated. The Hon. Mr. Hewett expressed the opinion in view of the great discrepancy in the estimated return from the liquor duties and the real inflow into the Treasury that a very considerable amount of smuggling must be going on, but we are glad to find that His Excellency does not entertain the suggestion, though he admitted that there were leakages which Government would endeavour to stop. A certain allowance should also be made, we think, for the first year's working of a new system, and we imagine there is a hope that now the staff have warmed to their duties and understand them better a more satisfactory shoving will be possible. With regard to the military rebate we think the majority on the Council were right in the line they took, though naturally our military friends will not see it in that light. It is always well to be just before you are generous and never to rob Peter to pay Paul.

Daily Press.

INCREASED TAXATION.

When six lakhs were inserted in the Estimates as the revenue to be expected from the liquor duties in the first year, it was a pure guess, for there were no means open to the Government of ascertaining the amount of liquor actually consumed in the Colony. We do not see, therefore, how it can be alleged that "wholesale smuggling" has been carried on, unless evidence can be furnished in support of an imputation which many have apparently read as being intended to apply to European and Chinese importers alike. It is possible, of course, that some amount of smuggling is carried on, but we do not hesitate to say that it is better that it should be so than that the Government should provide itself with "a thoroughly efficient Customs service" which would mean the hampering of the trade of the port to a degree fatal to its continued prosperity. It is by no means unlikely that before the year is out the Government will be looking about for a new source of revenue, and we can only trust that the temptation to turn the excise staff on to other imports will be sternly resisted.

South China Morning Post.

JAPANESE SODENRY AND
SUMMER RESORTS.

The Japanese Islands seem to have been especially marked out by Nature for a holiday resort. If we enquire into their qualifications, they will be found to be all that such a land should possess. The prime requisites of any holiday resort are a good climate and striking, or at least agreeable, scenery. Is there sago or traveler who will deny that the islands of Japan are blessed with these in a quite remarkable degree? If such there be, he must be of those that do not know the real Japan or that, having eyes, see not. We believe there have been instances of visitors who set out to bless Japan and ended by cursing it.

CANTON NEWS.

[The "Telegraph" Correspondent.]

Canton, March 17.

The Magistrate of Ko Yiu district has telegraphically reported to the Viceroy that two foreign travellers are creating trouble in the village of Cheung On. They have taken up their quarters in one of the houses, have refused to pay and have assaulted many villagers. Whenever they go out shopping, they bring guns with them and compel the shop-keepers to dispose of their goods at a loss by threatening to kill them. The Magistrate begs H.E. the Viceroy to communicate with the consul representing the nation to which these offenders belong.

The Board of Foreign Affairs has reported to the Canton Viceroy the coming of some Japanese commercial commissioners to inquire into the condition of trade in the province. The Viceroy is asked to instruct the local authorities to give the attention to the Japanese visitors. On the receipt of the report H.E. the Viceroy ordered the Paoai for the Promotion of Industries to instruct the local authorities to give the Japanese visitors a cordial welcome on their arrival.

Lectures in public places are common in Canton and they are mostly anti-dynastic or anti-foreign. As such lectures cause trouble the Third for the Constabulary has instructed the police to keep a sharp look-out for the lecturers.

"ALL RED" ROUTE.

"The Times" has a special article on the revival of interest in the All Red steamship route scheme, giving the four following reasons emphasising its importance:—

- (1) Sir Joseph Ward's resolution before the Imperial Conference.
- (2) Canada's closer commercial relationship with the United States.
- (3) The problem of food supplies unfolded in the discussion on the Declaration of London.
- (4) The bill incorporating the proposed Imperial Steamship Company now before the Canadian Parliament.

THE CORONATION
FLOWER.

The Coronation flower par excellence is going to be the sweet pea, and February, the first of the gardening months, is especially the season for the first sowing of this supreme flower of the year. It is curious how the history of the sweet pea has marched with the coming of a new reign. The first appearance of the yellow colour, which in full parity is still the unachieved aim of our growers, was in 1837, the year of Queen Victoria's accession. One of the greatest advances ever made in the development of any flower was in 1901, the year of King Edward VII's accession, when simultaneously in Lord Spencer's garden and in a Cambridge garden, were created "the Countess Spencer and Gladys Unwin, the first sweet peas with a large and wavy 'standard'—the technical name for the back petals as opposed to the 'wings' and the 'keel.' This year the popularity of the flower is likely to surpass that of any flower of any time, as it can surpass most in variety, in continuance of bloom, and richness of bloom. These flowers will arise, as was said of the famous exhibit, "like bonfires" in almost every garden in the kingdom, in great gardens and cottage gardens, and it is a question which they most naturally adorn, for they are as simple as they are gorgeous and sweet-scented. The favourite among the favourites this year, partly from the happy accident of its name, is likely to be the King. It is almost, if not quite, the largest of the many huge flowers of the Spencer type and of a gorgeous crimson colour suitable to the note of high ceremony. Special prizes are to be given at many village and local shows, and when "flaming June" has come we may expect to see such a mass of this brilliant flower as will surpass all the records.

Intimations.

THE TRUTH ALWAYS.
"When you are in doubt tell the truth." It was an experienced old diplomat who said this to a beginner in the work. It may pass in some things, but not in business. Fraud and deception are often profitable so long as concealed; yet detection is certain sooner or later; then comes the smash-up and the punishment. The best and safest way is to tell the truth all the time. This you make friends that stick by you, and a reputation that is always worth twenty shillings to the pound, everywhere your goods are offered for sale. We are able modestly to affirm, that it is on this basis that the world-wide popularity of

WAMPOLE'S PREPARATION
rests. The people have discovered that this medicine is exactly what it is said to be, and that it does what we have always declared it will do. Its nature also has been frankly made known. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. A combination of supreme excellence and medicinal merit. Nothing has been so successful in Anemia, Scrofula, Bronchitis, Influenza, Loss of Flesh and Wasting, Diarrhea, Weakness and Low Nervous Tonic, and all complaints caused by Impure Blood. Dr. Austin D. Irvine, of Canada, says: "I have used it in cases where cod liver oil was indicated but could not be taken by the patient, and the results following were very gratifying." It is effective from the first dose and agrees with the most sensitive and nervous stomachs. It cannot deceive or disappoint you, and comes to the rescue of those who have received no benefit from any other treatment. It stands for the medicinal triumphs of the age. Watch carefully against imitations! sold by chemists throughout the world.

FOR SALE.

A BUOY AND COMPLETE SET OF MOORINGS including 2 Anchors, 3 Stud Chains and Shackles. Total weight about 13 tons 11 cwt. Apply to—

BOX.
Care of "Hongkong Telegraph,"
Hongkong, 3rd Feb., 1911. [860]

A LING & CO.
FURNITURE AND PHOTO
SUPPLIES.
DEVELOPING, PRINTING
& ENLARGING.
10, Queen's Road. [863]

'PHONE 482.
HONGKONG MOTOR GARAGE.

Try Our
40 H.P. CLEMENT CAR
6 SEATS
\$8 An hour
24 H.P. RAMBLER CAR
4 SEATS
\$7 An hour
12 H.P. REO CAR
3 SEATS
\$5 An hour

We Repair
**CYCLES,
TYPEWRITERS,
MOTORS,**
AT
REASONABLE PRICES.

DRAGON CYCLE DEPOT
63, Des Voeux Road Central. [46]

Intimations.

HONGKONG-AVIATION-
WEEK.

CHARLES VAN DEN BORN,
Biplane Aviator, Flying at Shatin-Kowloon, the 18th, 19th and 20th March, from 2 p.m. each day.

His Excellency the Governor and Lady Lugard, His Excellency Viceroy Admiral Sir A. H. Wintles, His Excellency Major-General and Mrs. O. A. Anderson have kindly consented, to be patrons of the meeting.

Extra Aviation trains will run each aviation day from 10 a.m. Only holders of aviation-tickets will be carried in such trains.

Ticket fares do not include price of admission.

By permission of the Government admission to the aviation ground by ticket only.

Price of Admission:
Club enclosure—1 day ticket \$5.00
Club enclosure—Ladies' season ticket \$5.00
Club enclosure—Gents' season ticket \$10.00
1st Class enclosure—1 day ticket \$3.00
2nd Class enclosure—1 day ticket \$2.00
3rd Class enclosure—1 day ticket \$1.00
4th Class enclosure—1 day ticket \$0.50
Exclusive of train fare.

Admission to the Garage in the forenoon only, from 9 to 11 a.m. (Holders of season tickets free) admission 50 cents. For schools or corporations special arrangements can be made.

The programme is subject to change according to atmospheric conditions. If, on account of bad weather or accident, flying is prevented, notices will be posted at the ticket-selling boxes, and a flag will fly on the O.P.R. flag-staff on Hotel Mansing Commemorial Road, opposite Blaise Park, where a red flag will fly when flying is certain. Tickets already bought for that day will be available for the next aviation day.

THE FAR EAST AVIATION Co.
K. OFFER, Manager.
Office: 38, Queen's Road Central.
Hongkong, 13th Mar., 1911. [951]

DIOCESAN SCHOOL AND
ORPHANAGE.

MR. H. SYKES has been appointed ACTING HEAD-MASTER during the absence from the Colony of Mr. G. PIERCE.
F. T. JOHNSON,
Hon. Secretary.
Hongkong, 17th Mar., 1911. [973]

NOTICE.

It is hereby notified that, on and after the 1st APRIL proximo and UNTIL FURTHER NOTICE, that portion of ICE HOUSE STREET situate between Queen's Road and Des Voeux Road WILL BE CLOSED TO ALL VEHICULAR TRAFFIC, owing to road-paving work.

W. CHATHAM,
Director of Public Works.
Public Works Office,
Hongkong, 17th Mar., 1911. [972]

NETHERLANDS LLOYD
of
AMSTERDAM AND
BATAVIA.

The Undersigned having been appointed AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at CURRENT RATES.

WENDT & CO.,
Hongkong, Canton & Swatow.

CLOUET CHAMPAGNE
EXTRA DRY.
24 pints at \$22.50.
FRENCH STORE,
6 Queen's Road.
Hongkong, 15th Mar., 1911. [47]

Notice of Firm.

NOTICE.

WE have this day opened a Branch here, at the offices of Messrs. MELOHERS and CO., to whom all enquiries, etc., should be addressed.
AUDINET, LACROIX & CO.
Lyons & Shanghai.
March 11th, 1911. [966]

Intimations.

KOWLOON-CANTON
RAILWAY
(BRITISH SECTION).

SPECIAL NOTICE.

AVIATION MEETING—
SHATIN.

TO BE HELD ON SATURDAY,
SUNDAY & MONDAY,
The 18th, 19th and 20th March,
1911.

EXTRA TRAINS in connection with the AVIATION MEETING will be run by Holders of Aviation Tickets at Ordinary Single Fares from Kowloon Station at 11.30 a.m., 12.25 p.m., and 1.40 p.m. for SHATIN only, returning from Shatin for Kowloon at 5.52, 6.50 and 7.45 p.m. at the ordinary single fares on the following conditions, that unless at least half the accommodation on the outward trains is taken, the train will be cancelled, and passengers must wait till the next train.

Double tickets will be issued at Kowloon at double the single fare, and at the Star Ferry Booking Office, Hongkong, to include the trip across the harbour at \$2.10 First, \$1.10 Second and 35 cents Third for the double journey.

In order to ensure seating accommodation on the return journey a large number will be printed on each double ticket to indicate the train by which the holders should return and will not be available for use by any other train. The double tickets are only issued subject to the acceptance of this condition.

A SPECIAL TRAIN will leave Kowloon at 2.45 p.m. each day for Shatin only, returning from Shatin at 4.50 p.m. at the following special fares: First Class Return \$4.20; Second Class Return \$2.20. Tickets for which should be booked in advance. An Extra Train will leave Loew for Shatin only at Ordinary Single Fares at 11.40 a.m. returning from Shatin for Loew at 6.30 p.m. at Ordinary Single Fares.

The Ordinary Week Day Train will be run as usual. First and Second Class Accommodation limited to six First and twelve Second.

On Sunday, the 19th, Ordinary Week Day Train will be run in place of the Sunday Trains.

By Order,
E. S. LINDSEY,
Manager.
Kowloon, 15th March, 1911. [969]

PEAK TRAMWAYS CO.,
LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m.
7.30 a.m. to 10.00 a.m. Every 10 min.
10.00 a.m. to 11.00 a.m. " 15 min.
11.30 a.m. to 12.45 p.m. " 15 min.
12.45 p.m. to 1.15 p.m. " 10 min.
1.15 p.m. to 1.45 p.m. " 15 min.
1.45 p.m. to 2.15 p.m. " 10 min.
2.15 p.m. to 3.00 p.m. " 15 min.
3.30 p.m. to 5.00 p.m. " 15 min.
5.00 p.m. to 5.30 p.m. " 10 min.
NIGHT CARS.
8.45 p.m. and 9 p.m. 9.45 to 11.15 p.m.
every half hour.
SUNDAYS.
8.00 a.m. to 9.00 a.m. Every 15 min.
9.00 a.m. to 9.30 a.m. " 30 min.
9.30 a.m. to 10.30 a.m. " 15 min.
10.30 a.m. to 11.00 a.m. " 10 min.
11.45 a.m. to 12.00 noon " 15 min.
12.00 noon to 1.00 p.m. " 10 min.
1.00 p.m. to 5.00 p.m. " 15 min.
5.00 p.m. to 6.00 p.m. " 10 min.
6.00 p.m. to 7.00 p.m. " 15 min.
7.00 p.m. to 8.00 p.m. " 10 min.
NIGHT CARS as on Week Days.

SATURDAYS.
Extra cars at 8.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, Alexandra Building, Des Voeux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers,
Hongkong, 1st April, 1909.

TSANG KWONG
COMPANY.ELECTRICAL AND GAS
CONTRACTORS.

230, Des Voeux Road Central.
Telephone No. 699.
Hongkong, 2nd Jan., 1911. [78]

HUNG ON & CO.,
SHOW ROOM AND STORE
at the Premises formerly occupied by
A. CHER & Co.
17A, QUEEN'S ROAD, CENTRAL.

**GENERAL UPHOLSTERERS
AND FURNITURE
IMPORTERS AND DEALERS.**

CLOCKERY, Cutlery, Electro and Silver Plated, Glass and Iron Ware of all descriptions, always on hand, for sale or hire at moderate rates.
Hongkong, 1st June, 1910. [419]

MAILS.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	STEAMERS.	To sail on
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"PRINCESS ALICE" Capt. P. Grass (T. 20,300)	WEDNESDAY, 22nd March, at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"Kaiser" Capt. O. Pahlke (T. 17,002)	About WEDNESDAY, 22nd March.
MANILA, YAP, ANGAUR, NEW GUINEA, BRISBANE, SYDNEY & MELBOURNE	"COLUMBUS" Capt. H. Regener (T. 6,750)	SATURDAY, 25th March, at Daylight.
KUPAT and SANDAKAN	"Borneo" Capt. F. Seubill (T. 5,050)	End of March.
KOBE & YOKOHAMA	"PRINZ WALDEMAR" Capt. F. Iscke	About TUESDAY, 14th April.

All the steamers of the Imperial Line are fitted with Wireless Telegraphy.
New System of Telefunken.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG.

Hongkong, 10th March, 1911.



SHORTEST & QUICKEST ROUTE

BETWEEN

THE FAR EAST & EUROPE.

via DAIREN.

WINTER SCHEDULE.

(Effective till 30th April, 1911.)

EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st Class Cars, is operated between Dairen and Changchun four times a week in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct Steamer Service by the S.S. "Kobe Maru" and "Sakiko Maru" (each 2,877 tons) as follows:—

NORTH BOUND.									
1st Class Fares	Shanghai (Steamer) Lv.	Dairen (S.M.R. Train) Lv.	Changchun (Russian Train) Lv.	Harbin (Russian Train) Lv.	Thurs. Sat.	Sun. Tues.	Thurs. Sat.	Fri. Sun.	
\$10	Shanghai (Steamer) Lv.	Dairen (S.M.R. Train) Lv.	Changchun (Russian Train) Lv.	Harbin (Russian Train) Lv.	Thurs. Sat.	Sun. Tues.	Thurs. Sat.	Fri. Sun.	
Y14.95	Mukden (S.M.R. Train) Lv.	Changchun (Russian Train) Lv.	Harbin (Russian Train) Lv.	Thurs. Sat.	Sun. Tues.	Thurs. Sat.	Fri. Sun.		
Y11.50	Changchun (Russian Train) Lv.	Harbin (Russian Train) Lv.	Thurs. Sat.	Sun. Tues.	Thurs. Sat.	Fri. Sun.			
R 9.00	Harbin (Russian Train) Lv.	Thurs. Sat.	Sun. Tues.	Thurs. Sat.	Fri. Sun.				
Connecting at Harbin with:									
	State Ex-press from Moscow	State Ex-press from Moscow	Wagon Lits from Moscow	State Ex-press for St. Pet.					
SOUTH BOUND.									
	Harbin (Russian Train) Lv.	Changchun (S.M.R. Train) Lv.	Mukden (Russian Train) Lv.	Dairen (Steamer) Lv.	Shanghai (Steamer) Lv.	Mon. Tues.	Wed. Thurs.	Fri. Sat.	Sun.
R 9.00	Harbin (Russian Train) Lv.	Changchun (S.M.R. Train) Lv.	Mukden (Russian Train) Lv.	Dairen (Steamer) Lv.	Shanghai (Steamer) Lv.	Mon. Tues.	Wed. Thurs.	Fri. Sat.	Sun.
Y11.50	Changchun (S.M.R. Train) Lv.	Mukden (Russian Train) Lv.	Dairen (Steamer) Lv.	Shanghai (Steamer) Lv.	Mon. Tues.	Wed. Thurs.	Fri. Sat.	Sun.	
Y14.50	Mukden (Russian Train) Lv.	Dairen (Steamer) Lv.	Shanghai (Steamer) Lv.	Mon. Tues.	Wed. Thurs.	Fri. Sat.	Sun.		
Y40.00	Shanghai (Steamer) Lv.	Mon. Tues.	Wed. Thurs.	Fri. Sat.	Sun.				

Supplementary Charges on DAIREN-CHANGCHUN Service.
Express Extra Fee Y3.00
Sleeping Car Supplement Y5.00
TICKET AGENCIES—The Company's railway and steamer tickets are obtainable at all the Agencies of the International Sleeping Car & Express Train Co., Messrs. Thos. Cook & Son, and Reisebureau der Hamburg-Amerika Linie.

RAILWAY HOTELS—YAMATO Hotel (Tel. Add.: "Yamato") at Dairen, Port Arthur, Mukden, Fushun and Changchun, all under the Company's management.

SOUTH MANCHURIA RAILWAY COMPANY,
DAIREN.

Tel. Add.: "Manchuria." Code: A.B.C. 5th Ed. A. I. & Lie'er's.

FUSHUN COAL

THE BEST STEAMING COAL IN THE EAST.

Output 3,500 tons per day.

Fresh stocks always on hand at Dairen, Nanchang and Tientsin Depots and also at Chongqing, Shanghai, Hongkong, Singapore and Penang.

MINING DEPARTMENT.

SOUTH MANCHURIA RAILWAY COMPANY,
DAIREN.

Tel. Add.: "Manchuria." Code: A.B.C. 5th Ed. A. I. & Lie'er's.
Agents: **MITSUI BUSSAN KAISHA, LTD.**
Hongkong, 20th January, 1911. [975]

Announcements.



**A. S. WATSON &
CO., LD.**

ESTABLISHED A.D. 1841.

WINE AND SPIRIT
MERCHANTS.

WATSON'S

E

VERY OLD SCOTCH

SCOTCH

WHISKY

A Blend of the Finest Pure
Malt Whiskies distilled in
Scotland

GENUINE AGE

**FINE MELLOW
FLAVOUR.**

Robert Porter & Co.'s

BULL DOG

BRAND

GUINNESS'

STOUT

in P.N.T.S. and SPLIT.

**A. S. WATSON &
CO., LD.**

ALEXANDRA BUILDINGS,
Hongkong, 7th July, 1910.

NOTICE.

All communications intended for publication in
"THE HONGKONG TELEGRAPH" should be
addressed to The Editor, at Des Voeux Road,
and should be accompanied by the Writer's Name and
Address.

Ordinary business communications should be
addressed to The Manager.
The Editor will not undertake to be responsible for
any rejected M.S., nor to return any Contributions.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$5 per annum.
Weekly—\$15 per annum.
The rates per quarter and per annum, proportional,
Subscriptions for any period less than one month
will be charged at the rate of 10s. per month.
The daily issue is delivered free when the address is
accessible to messengers. Paid subscribers can have
their copies delivered at their residences without
any extra charge. On copies sent by post an
additional 10s. per quarter is charged for postage.
The postage on the weekly issue to any part of
the world is 5s. per quarter.
Single Copies. Daily, ten cents. Weekly, twenty-
five cents (for cash only).

The object of this paper is to publish
correct information, to serve the truth
and print the news without fear or
favour.

THE

Hongkong Telegraph

HONGKONG, SATURDAY, MAR. 18, 1911

MARINE DEVELOPMENT.

Since the caveman, hotly pursued by his angry tribesfellows, first discovered the uses of a piece of floating timber, the development of ship-building has steadily grown as an art, until to-day it presents one of the most interesting features of human progress—in every sense of the word. At present perhaps, the questions of fuel and saving of space attract the most attention. We have nearly, if not quite, reached the high-water mark of marine luxury and comfort; but we have still, large and numerous as our vessels are, too little space for the needs of traffic. The oil-engined ship is, therefore, being closely watched, and the report, current some months ago, that oil-engines of

30,000 h.p. were to be installed in a Dreadnought naturally attracted a great deal of attention. There was, as a matter of fact, no foundation for the rumour, but the oil engine has been so perfected of late that an experiment on such a large scale is only a question of months. Some of the latest developments were mentioned recently at the lecture at the Engineers' and Shipbuilders' Institute of Hongkong, and we now see that at Hamburg, Messrs. Blohm and Voss are building an 8,000-ton cargo boat for the Hamburg-American Line's North Atlantic service. She is to be fitted with two Diesel engines of 1,500-h.p. each, driving four screws. For the Wernecke Line, a vessel is also in course of construction equipped with engines of similar type, which are to develop 2,000-h.p. The oil is to be carried in the double bottoms of the ships, and will thus do away with coal bunkers and boilers. There will, therefore, be a great saving in space and weight, enabling the vessels to earn much more money as cargo carriers. So far as United Kingdom yards are concerned, a boat, whose motive power is to be internal combustion oil engines, is being completed at Wallsend-on-Tyne for service on the Canadian canals. She will be able to carry 97,000 bushels of grain, or 15,000 bushels more than the largest steam freighters can possibly handle. As a result it is predicted that in a few years coal will be dropped for vessels of this type, and oil engines exclusively adopted. In our news columns Thursday we mentioned a new passenger and cargo motor liner being built for the Danish East Asiatic Company, of Copenhagen. She will be the first motor liner launched in British waters, although British companies are closely watching the development of the oil engine. Should the experiments prove a success cargo and passenger traffic will be revolutionised. Apart from the enormous saving of space, due to the absence of boilers and stokers, the comfort of ocean travel will be enhanced a hundred-fold by the employment of these vessels, for there will be no smoke, dust, ashes or soot, caused by bunkers, coal or firemen. What the effect of the perfect oil-engined vessel on existing lines will be it is impossible to say, but if the accounts which reach us of the trials of these vessels are correct, a new era in marine propulsion is about to open.

HONGKONG DAY
BY DAY.

The Camarvonshire have been successfully floated off.

The English Mail of the 18th February was delivered in London on the 17th inst.

Mr. G. Piercy left the Colony on Wednesday by the s.s. Carmarthenshire for home.

A side of Crown land will take place at Tai-po on Saturday, the 24th inst., and the P.W.D. on Monday, the 25th inst.

The government is prepared to lease certain areas on the railway reclamation and elsewhere in the Ts'in-sha-tsu peninsula.

The s.s. Titaroeni, of the Java China Japan Line, will take a run round the Island to-morrow, with a number of local shipping experts on board.

Tenders are invited for making summer clothing, helmets, raincoats, etc., for inspectors and other members of the staff of the Public Works Department.

On the facade of the new Post Office, and over the main entrance, is now to be seen in bold letters of brass the words:—Hongkong General Post Office, A.D. 1911.

The Y.M.C.A. hockey team had an enjoyable game with the Royal Engineers on Monday, but it has to record still another defeat. The Engineers won by 3-2, but the game throughout was of a very even nature.

It is notified that the names of the following companies have been struck off the Register:—The Philippine Land Investment Co., Ltd.; The Merbuk Rubber Co., Ltd.; The S.S. "Canton" Steamship Co., Ltd.

Mr. H. D. C. Jones, late Manager of the Yokohama branch of the Hongkong and Shanghai Banking Corporation, with Mrs. Jones, left Yokohama on the 9th, on leave, on route home, going by the Siberian route.

Again we live! A change of wind, the fog has been driven away, the moisture in the air dissipated; the sun is shining brightly and the temperature has dropped from 70 to 50 at the Peak. We are no longer moody and our friends appreciate us the more. After all, it is so much the mood as the tempo?

The following details arrived in the Command and are taken on the strength accordingly:—R.G. A.—3 N.C.O.s, 2 women and 2 children, per P. & O. s.s. "Borneo" on 15th March, 1911. 1 woman and 3 children, per s.s. "Devanha" on 10th March, 1911. 1st K.O. Y.L.L.—1 W.O., 1 N.C.O., 1 woman and 1 child, per P. & O. s.s. "Devanha" on 16th March, 1911.

Crowded houses have been seen at the Bijou Theatre for the last few nights. Miss May Maxwell made a hit with the song of "Beautiful Garden of Roses." To-night, all new pictures will be exhibited. Miss Grace Vyse and Miss Vera Ferrace will also appear with new songs. The first part of the programme will conclude with a "sketch" introduced by Mr. Bob Stephenson and Miss Vera Ferrace.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the hospitals:—Johnson and Co., \$25; Gilman and Co., \$25; Holland China Trading Co., \$25; A.M. Essahboy, Esq., \$25; Johnson, Stokes and Master, \$25; Gibb Livingstone and Co., \$25; Doolwell and Co., \$25; Leigh and Orange, \$25; Linstead and Davis, \$25.

POLICE COURT.

A watchman of the Grand Hotel was charged with stealing a white sheet, valued at \$2, from a case in the backyard of the hotel. A coadjutor reported the theft to the manager, Mr. J. H. Oxberry. The magistrate gave the man three weeks' hard labour.

Two coolies were found yesterday cutting and taking earth and stone from Crown land situated between Signal Hill (Kowloon) and the railway. Fined \$20 each, or two weeks' imprisonment.

A party-boy of the s.s. Siberia was charged this morning with larceny of two cases of fish from another party boy. The complainant sent the fish ashore in a sampan. On seeing this the defendant went ahead and received the goods. Later the complainant left for the shore, and found the two cases missing. He reported the matter to the Police. The defendant was discharged.

Miss Emily Piel le Port, and Miss Molly Potz, both residing at the Queen's Hotel, were charged this morning with unlawfully behaving in a disorderly manner at Chai Sing, tailors, No. 11 D'Aguiar Street, and wilfully and maliciously doing damage to a number of articles of clothing; to the extent of about \$40, the property of the complainant, on the 17th inst.

Inspector Morrison prosecuted. The case was remanded.

One of the two Indians named Isar Das (dairyman) who were discharged yesterday for embezzling \$225.25, was re-arrested this morning on a similar charge of embezzling \$40 from another Kowloon dairyman.

DISTINGUISHED
VISITORS.

By the s.s. Fooksang on Thursday night, there arrived here Mr. and Mrs. R. H. A. Gresson (senior partner of Messrs. Jardine, Skinner and Co., Calcutta, and brother of the former head of the firm here, of Messrs. Jardine, Matheson and Co., Ltd., Mr. W. J. Gresson). Mr. Gresson was married in Calcutta, on the 28th of February, to Miss Theodora Violet Earle, daughter of the secretary to the Government of India (Home Department), and the "Englishman" describes it as the most brilliant function of the season. The reception was held at the Belvedere, which was placed at the disposal of the newly-married couple by the Lieut. Governor. There were present between 900 and 1,000 guests, prominent among whom were the Viceroy and Lady Hardinge, Sir Edward Baker, the Lieut. Governor. Mr. Gresson has spent 20 years in Calcutta, acting as the head of the firm for seven years, and both he and his wife are prominent leaders of Calcutta society. They are now guests of the Hon. Mr. H. K. Koswick, and leave for Shanghai and Japan on the Fooksang (Capt. Mitchell) on Monday. Some time will probably be spent in Japan before Mr. and Mrs. Gresson leave for England via the United States.

CHINESE POOR DIE.

A Chinese gentleman when asked his views regarding the death rate of Chiofoo replied, "Certainly there are more deaths to be recorded this winter than previously, but why? First of all our labouring class, it is well known, after receiving their day's earnings, say 300 cash, spend a third of it upon opium—this is now denied them; secondly, their food has risen to double what it used to be; thirdly, there is hardly any work for them to do at present; and owing to the plague restrictions the poorest are unable to obtain a night's shelter for a few cash, these places having been closed down by order of the authorities."

KAISER'S SONS IN FAR
EAST BURLESQUE.

"Ming the Terrible, or Arthur's Trip through the Far East" is, says a Berlin correspondent, the title of a burlesque of the German Crown Prince's adventures in Asia presented by an aristocratic cast of amateurs, including two of his Imperial Highness's brothers, at the casino of the First Regiment of the Guards at Potsdam. A most distinguished audience laughed itself hoarse over the piece. Those present included Princes Henry, Luitpold, Oscar, and Frederick William of Prussia, and Lieut. General von Moltke (Chief of the General Staff). "Ming the Terrible" passed the censorship of the Kaiser (who was absent through his indisposition) in a general form before its production. It was written by one of the Crown Prince's comrades, Count von Arnim, and the Crown Prince was severely burlesqued by another of his friends, Count von Rantzau, in the title role. The burlesque opened with a scene in the ante-room of the Guards' casino. As the story progressed the scene gradually changed into a Chinese landscape, to which romantic region "Arthur" in his dreams suddenly found himself transported. "Ming" was supposed to be some high and mighty mandarin, and a group of light-footed young Guardsmen evoked shrieks of merriment as a Chinese corps de ballet. "Arthur's" peregrinations came to an abrupt end on the mention of the plague, and the play ended with his return to Potsdam. The piece was full of "hits" numerous highly-placed personages being cleverly caricatured. Prince August Wilhelm, the Kaiser's studious fourth son, played the part of a Chinese night-watchman and wore a grotesque costume. Prince George of Greece portrayed a Chinese priest, and Prince Joachim, the Crown Prince's youngest brother, proved an accomplished comedian in the role of Lord High Executioner, being armed with a huge and businesslike axe as the emblem of his "particularly vital functions."

COMMERCIAL.
COAL MARKET.

Messrs. Hughes and Hough, in their coal report, state that no sales are reported during the fortnight. The quotations are:—Cardiff, \$19.00 to 21.00 ex-godown, nominal; Australian West Wallsend, \$11.25 ex-ship, nominal; Yubari Lump, \$12.00 nominal; Milki Lump, \$10.50 to \$11.00 ex-ship, nominal; Moji Lump, \$7.75 to \$9.50 ex-ship, steady; Moji Unscreamed, \$8.00 to \$8.00 ex-ship steady; Akaike Lump, \$8.25 to \$8.50 ex-ship steady; Kuiping Navy Lump, \$10.00 to 10.25 ex-ship nominal; Kuiping Loco Lump, \$7.50 to \$7.75 ex-ship; Kuiping No. 5 Dust, \$6.50 to \$6.75 ex-ship; Kuiping No. 1 Dust, \$6.25 ex-ship.

SHARE MARKET.

Messrs. E. S. Kadoorie and Co. report:—Business continues on a somewhat restricted scale with a little activity in the smaller denominations. Rubber.—The weakness in the home rubber market reported last week still continues, and London quotations show a depreciation all round. Fine hard Para is quoted to-day 6s. 6d. and Plantation Smoked Sheet 6d. higher. Singapore shows a very dull market and transactions reported with that port have been very few and far between.

FREIGHT CIRCULAR.

Messrs. Lamko and Rogge report:—The freight market during the interval under review has undergone a change for the better, a distinctly firmer tone is ruling owing to the scarcity of tonnage, partly caused by the numerous sales of well known coasting vessels to Japan lately, and partly by practically all Norwegian tonnage being taken up on time-charter, a great deal of which is tied up for quite a length of time. It is remarkable that all German tonnage except such absolutely required to keep up the "regular lines" is also under time charter for still some time. The North reports that Tientsin has opened and there is a fair amount of cargo going up to that port. Fixtures from Newchwang to Swatow have already been effected on basis of 30 cents per picul, "lifers terms," and as the plague seems to be abating it is hoped a revival of trade in the North will soon set in. If everything turns out as expected, and "regular liners" find sufficient profitable employment in their own sphere, it goes beyond saying that the present scarcity of tonnage will be felt very much, and in consequence freights all round should stiffen.

Saigon-Hongkong:—Rates have gradually worked their way up to 18 cents with further offers at this rate unresponded to. Prompt tonnage being all employed, owners are keeping back and are holding out for higher rates.

Saigon Philippines:—In this direction the rate has materially improved. Tonnage being scarce a vessel was able to obtain 31 cents, full cargo 29/30,000 piculs to Cebu. The Philippines had again to import rice from Rangoon, leading to the fixture of a 45,000 picul boat at 43 cents to Manila, option 2 ports P. I. at 45 cents per picul, also a much enhanced rate compared with the latest fixture. Messrs. Wm. G. Hale & Co., Saigon, report under date of March 4th as follows:—"The presence in port of some tonnage and the immediate vicinity of more to lift contracts due, added to the meagre arrivals of paddy from the interior, keep our market high and firm precluding all new business, dealers being wisely reluctant to contract further without being first certain of supplies."

Saigon-Singapore:—Inquiries for tonnage have led to one fixture only, a vessel being chartered to Hongkong option Singapore, the rate working out at about 18 cent per picul. Further inquiries are still unfilled. In regard to Saigon-Java and Java-Hongkong the position is unsatisfactory, as before, there being very little doing in either direction.

Bangkok:—Regular liners are well employed, rates having advanced to 32 cents, "lifers terms." The charter of the s.s. Germania has been arranged at 28-21 cents net.

Coolie trade.—Several "outside" boats have been taken up for the conveyance of coolies from Amoy and Swatow. The chief

reasons for this is the rubber boom and great call for labour in the Straits, Malacca and the Dutch Indies.

Coal Freights:—Japan to this tonnage is difficult to obtain, especially for Canton. Charters reported as follows: Moji-Hongkong \$1.75, Palo Laut-Canton \$2.75, Hongkong-Pulo Brani \$3.25, and Hongkong-Penang \$3.25, per ton.

Timecharters:—Three settlements done locally are on record:—S.S. "Foonshing" for a voyage hence to Mexico and back on time-charter basis of \$9,000 per month. S.S. "Spir" 3.1 months at \$8,250.00 per month for cattle trade, and S.S. "Brand" for 3.3 months at \$5,500 per month. Several vessels have been taken up on time-charter up North.

Sales:—German S.S. "Knivsborg" 646 tons n. reg. has been sold to Japan at \$7,000. Three further vessels S.S. "Sing Lee," "Sing Yue" and "Lysholt" are also reported sold in Shanghai for Tols 50,000, for breaking up purposes.

NEW ORDINANCES
APPROVED.

His Excellency the Governor has given his assent, in the name and on behalf of His Majesty the King, to the following ordinances passed by the Legislative Council:—

Ordinance No. 4 of 1911.—An Ordinance to prohibit the use of Dynamite or other Explosives for the purpose of catching or destroying Fish.
Ordinance No. 5 of 1911.—An Ordinance to amend the Police Ordinance, 1900.
Ordinance No. 6 of 1911.—An Ordinance to amend the Harbour of Refuge Ordinance, 1900.
Ordinance No. 7 of 1911.—An Ordinance to introduce into the Criminal Law Ordinances of 1865 certain provisions of the Criminal Law Amendment Acts of the United Kingdom of 1861, and for other purposes.

BOXING.

In connection with the coming Melvain v. Kenny fight next month in Manila, it will be remembered that the men boxed during the Zamboanga fair, and Melvain was given the decision in the tenth round of what was to have been a 15-round go, the referee deciding that Kenny had fouled his opponent. Many who saw the bout declared the decision to be a fluke, and neither man was satisfied with it.

Under the articles for the match the men must weigh in at three o'clock in the afternoon of the date mentioned, at 160 pounds. So far there has been only one hitch in the arrangements for the bout, and this is in reference to the amount of tape of bandage to be used, Melvain holding out for only four feet, while Kenny wants twenty. But it is believed that this can be settled and that the men will meet on the day mentioned.

WEDDING.

MILNE—LESLIE.

A wedding took place at the Union Church this morning, when Mr. J. D. Milne, chief officer of the s.s. Singan, was married to Miss Annie Leslie, both of Aberdeen. The bride arrived in the Colony by the s.s. Borneo.

At the church the Rev. C. H. Hickling officiated. After the ceremony the wedding party adjourned to the Grand Hotel, where the breakfast was served. The reception took place on the large verandah of the hotel, which was tastefully decorated with overgreens and flags.

CHINESE IN BRITAIN.

The Registrar-General publishes the following in the "Gazette":—

Chinese are hereby warned of the risk they run in proceeding to Great Britain in search of work. Only those should go who have posts already secured for them, or have the means to pay their passage back if unsuccessful in obtaining employment, otherwise they are liable to find themselves left destitute in Great Britain.

CHANNEL FLIGHT.

FRENCHMAN'S PLAN TO FLY FROM PARIS TO LONDON WITHOUT A STOP.

A sensational performance in the shape of a flight from Paris to London without a stop is to be attempted shortly by one of the pupils of the aviator and aeroplane constructor, Robert Emault Pelterie, whose machines are known by the three initials, R. E. P.

The pupil will probably be M. Pierre Marie, who on 31 Dec.—when yet quite new to the sport—made an aerodrome flight of 331 miles in 6½ hours without a stop on a R.E.P. monoplane. The Minister of Marine has promised the assistance of a torpedo-boat as convoy.

The distance from Paris to London is from 250 to 280 miles, according to the route followed.

RAINFALL IN 70 YEARS.

DEFICIENCY IN SOME YEARS, DESPITE APPEARANCES.

The "man in the street" who is always roidy with theories for weather, receives a severe rebuff on the publication recently of 70 years' rainfall from the records of the Royal Observatory. The average annual rainfall for the last 70 years has been 24.17 in. This has only been exceeded in four years since 1804—namely in 1903, 1906, 1909, and last year. In fact, if you go through the whole list of records for the 70 years, you will find that we have had five years of deficiency of rain for every three years of excess.

Since the etheral waves of wireless telegraphy have been projected through the atmosphere our rainfall has kept consistently nearer the average than, say, in the early seventies, when the fluctuations were very great, or about the eighties, when for years in succession the rainfall was considerably higher than the mean. Last year was exceptionally high, but this year we seem to be on the way to striking a balance again, because the rainfall in London since 19 Jan. has been less than a quarter of an inch.

The influence of the moon on the rainfall is quite as seriously challenged by the figures communicated by Mr. F. W. Dyson, the Astronomer Royal. It is a popular belief that the higher the moon's declination compared to terrestrial latitude, the wetter the year. We find that in 1805, when the moon's declination was 28deg. 20min. 20sec., the rainfall was only 19.73in.; while in 1903, when the moon's declination was only 18deg. 29min. 10sec., the rainfall amounted to 35.54in.—two inches in excess of the highest rainfall recorded for the last 70 years!

The theory that heavy gunfire brings down rain also has a very interesting commentary in these tables. In 1871, 1874, 1876, and 1887 a succession of "the Woolwich Infants" as the monster guns of that period were called, were undergoing trial at Woolwich, which is not very far from Greenwich Observatory; yet in each of those years the rainfall at Greenwich was below the mean, and in 1871 and 1887 considerably so.

The records since 1841 show that 1864 was the driest year on record and 1903 the wettest.

The Weather Forecast.



Forecast District.

- 1.—Hongkong and Neighbourhood, N. winds, fresh; fine.
- 2.—Formosa Channel, N.E. winds, strong.
- 3.—South coast of China between Hongkong and Lamocka, same as No. 1.
- 4.—South coast of China between Hongkong and Hainan, same as No. 1.

OCEAN SAFETY. MODERN STEAMSHIPS AND THE SCIENCE OF STABILITY.

THE PERFECT SEA BOAT.

The inquiry into the mystery surrounding the fate of the *Waratah* will doubtless have the effect of causing some amount of nervousness on the part of those who have to undertake long journeys by sea. Stability is an easily understandable term; it may be taken to mean the ability of the vessel to remain in an approximately vertical position in spite of the violent buffeting of wind and waves. "Recovery powers" also is a phrase which needs little explanation, for it describes the ability of a ship to return quickly to a normal position after having heeled over by a gust of wind or an extra heavy wave (says the *London Daily Graphic*).

Everybody knows the feeling in rough weather, when a vessel is rolling badly, that if she heels over a little more it must be impossible for her to right herself, and what the average reader wishes to know is to what extent a vessel can safely heel—in other words, what is the limit of her recovering power. This, however, is a point that cannot be settled on general lines, since the stability of ships depends not only upon individual design, but upon the character of the cargo of each vessel, and the method in which it is loaded.

CARGO.

If the cargo is to be one of human beings, the problem before the designer is comparatively simple, for he has only to allow such a margin of safety that, with all the passengers sheltering from a gale on the lee side of the highest portion of the ship above the water line—that is to say, under the worst possible conditions—the vessel shall still be stable. This naturally necessitates the provision of a wide margin, especially on a large vessel such as a modern Atlantic liner, which at certain seasons of the year may carry a full load and at others perhaps only half its complement of passengers.

A vessel must have the combination of great recovering power and comfortable riding, but, unfortunately, these are two opposed virtues, for if a vessel has the maximum recovering power that can possibly be provided, she will ride uncomfy, owing to the rapidity and jerkiness with which she will endeavour to return to her normal position.

An appearance of top-heaviness, such as characterises many a modern boat, does not necessarily indicate that the vessel is of faulty and dangerous design.

HIGH DECKS.

That appearance is caused solely by the desire of passengers to live during their short stay on the boat as high above the water line as their means permit, and this natural tendency has brought about a type of vessel having a series of superimposed decks, a style of construction which must necessarily lend an air of instability to the boat in the eyes of the uninitiated.

There is a fact of the matter, however, that it is easy to provide for a wide range of stability in a vessel having many decks in a boat having but one. This is simply a question of design, and, indeed, the tall sides or high freeboard, of the liner make it the safest of all vessels, so that the "top-heavy" appearance may be a virtue instead of the fault that it seems at first sight.

The stability of any vessel depends upon its metacentric height; that is, the relative positions of its metacentre and its centre of gravity. The metacentre is a term in physics, indicating that point in a floating body in which, when the body is disturbed from its normal position, the vertical line passing through the centre of gravity of the fluid displaced (regarded as still filling the space occupied by the body) meets the line which passes through the centres of gravity of fluid and body when the latter is at rest.

ROLLING IN BAD WEATHER.
It is a simple law that for a vessel to float with stability the metacentre must be above the centre of gravity, and upon the precise relation of the positions of these two points to each other, and to the ship itself, the stability and comfort of the vessel depend. The height of the one point above the other directly determines the power of the vessel to return to the

vertical, and the safest and most comfortable ship is that in which this relation has been most accurately estimated for average requirements.

The great recovering powers and stability of modern well-designed ships is illustrated by the fact that as long ago as 1893, in a voyage undertaken just before Christmas, H. M. S. *Resolution* struck bad weather in the Bay of Biscay and a roll of 40 degrees was recorded, while she was lying-to. The incident was illustrated in the *Daily Graphic* of December 26, 1893, from sketches supplied by an officer on the vessel, and her adventurous trip was reported by a correspondent in the same issue. The incident is worthy of being recalled at the present moment, when it is our purpose to emphasise the essential safety of modern vessels.

CANADA'S CALL FOR SWEETHEARTS.

A MODERN CUPID AT WORK IN ENGLAND.

A modern Cupid is now at work in England on behalf of Canadian young men. He is being kept busy.

We have heard of the call of the wild; the call of the wild and the gentle alike in Canada is the call for sweethearts. The young Canucks have discovered that they are wasting their sweetness on the desert air, and brave Mr. Howell of the Canadian Northern Railway has come to England to interview the young damsels who are ready to taste of this quality.

He is receiving thousands of applications. Some five thousand willing and domesticated British girls are being sought for the purpose. Their financial position will not affect their chances. Should they be found suitable, the company is willing to advance the passage money. By the beginning of May, therefore, the first party of servants will be sailing for Canada. How long they will remain in a subordinate position is not for anyone to say. But it requires no great stretch of the imagination to draw the conclusion that a young woman who proves herself useful and willing will soon be entering upon a lifelong engagement. The 5,000 capable and domesticated young Englishwomen who will no doubt respond to the call are, in fact, the potential brides whom Canada eagerly awaits.

Naturally, the question arises as to what special provision the Canadian Northern steamships will make to ensure the well being of these young women emigrants whilst on board ship. The question has been solved in a novel fashion by the introduction of a new rating on the company's liners—that of "the ship's mother."

Assuredly time has its revenge. Who would ever have dreamed, outside the realm of comic opera, that the day would dawn when woman—a "mere" woman—would occupy rank next to the ship's captain? Yet, by the time the first of the 5,000 young women are ready to sail, "the ship's mother" will be an accomplished fact. The new officer will have her own staff of assistants; will take her meals at the captain's table, and will wear a neat blue uniform resplendent with gold lace. The whole thing savors of an omitted character from "H.M.S. Pinnfore." Yet Mr. Howell assured a press representative that the post would have its responsibilities. "The ship's mother," he said, "will see to the well-being and comfort of the women passengers. She will take her orders from the captain, and, with her own staff, will see to it that nothing is left undone that will conduce to the pleasantness of the voyage."

The innovation marks a new era in ocean travel. It means that a husband may send wife or daughter overseas without the least misgiving, knowing that the journey can be accomplished with no more risk than that attendant upon a short railway journey.

It is stated that the ladies who are to occupy these new posts have already been selected. Vacancies, obviously, will be few, but for the benefit of those who are interested in the sartorial aspect of the matter, it may be mentioned that the exact cut of the new officers' uniform has not yet been decided upon. But gold lace will assuredly be there.

THE UNIVERSITY CREWS.

CONTINUED CAMBRIDGE IMPROVEMENT.

OXFORD'S ETONIAN MAKE-UP.

Wisely enough, President Rosher (Cambridge) had P. V. J. Van der Lyl and W. J. Davy out tugging again last week, says the *Pall Mall Gazette* of Feb. 13th. The former South-African rows a powerful blade with every ounce of his weight, makes the most of his fine reach, and should be invaluable as a reserve oarsman, at any rate. The Old Wellingtonian should be equally useful in case of emergency. He is a very neat oarsman, whose work is invariably easy and effective. L. S. Lloyd, understudy to R. W. M. Arbuthnot at stroke, is another who may be asked to act as spare man. On latest form, however, no alteration seems either probable or expedient.

All the Blues are giving satisfaction. Arbuthnot appears easy to follow at stroke, and is admirably backed up by G. E. Fairbairn at No. 7. The Jesus man is coupling up the work in great style just now, and rowing with immense power. So also are J. B. Rosher and R. Le Blanc Smith at Nos. 6 and 5 thwarts. Rosher's uniform rhythm tends to the greater steadiness now observable. Le Blanc Smith is still a little slow on stroke at times, but is rapidly recovering his best form. R. Davies, at No. 2, wants rather a firmer finish. His tendency is to clip one stroke in the hurry for the next.

The recruits C. F. Burnand (1st Trinity) and S. E. Swann (Trinity Hall) continue to improve appreciably at No. 4 and bow respectively. The Downside man must correct his tendency to clip the finish. At present he fails to give the last half of the stroke its proper value. The "Hall" man's exposition is of the improved and improving nature.

BETTER COMMAND OF THE BOAT.

As a crew, the men have maintained the improvement expected from their earlier work. They have a much better command of the boat, and are better balanced on their feet, which gives them more time to swing forward and collect themselves for their stroke. They seem to have also escaped from that useless and tiring recovery which absorbed so much strength with no corresponding result previously. And the legs are now being used more effectively from beginning to finish, while they are sharper on to it the moment the blades touch the water.

Mr. Bruce is fast eradicating the general tendency to strain back with the bodies, which prevents the legs being got to work sufficiently quickly.

That the crew as a whole have strength and vigour is a strong point in their favour. There is no mistaking the zest with which they set about their work! If between now and April the best of them learn to apply their strength more effectively, Cambridge will turn out a representative eight immeasurably superior to those of the last two years.

Latest plans differ somewhat from those mentioned in the *Pall Mall Gazette* recently. The crew now go to Ely on February 20. Here Captain Willis will have them in charge. A fortnight later they go to Bourne End, where, during the second week, Dr. Eborington-Smith will act as mentor. They hope to reach Putney about March 15 or 16, which will allow of a clear fortnight's tidal-water work. Strict training commences on Ash Wednesday (March 1).

AN OXFORD-ETONIAN COMBINATION.

The Oxford crew is fast attaining final order. C. A. Gladstone's inclusion at bow has been the most important change. Everybody hopes this fine oarsman will be able to stand the training this year. He has missed his Blue twice on previous occasions simply owing to illness.

It is reminiscent of the palmy days of the late "eighties" to find so many Old Etonians wielding an oar this season. The exception is at No. 5, where O. W. B. Littlejohn (New College), who hails from Australia, seems likely to prove a success at that most difficult thwart.

Latest arrangements show that Timm is not quite pleasing, the president and his advisers at No. 7 after all. Wormald and Burgess have had further trial, and the latter will evidently dispute the seat with Timm.

A weak finish—dragged through with the arms instead of being driven through direct from the stretchers—and a rush forward, whenever an attempt is made to quicken the stroke, are dominant faults pro tem. Until they are eradicated, any real progress will be out of the question. Nor will anything in the way of individual criticism be quite in order until final order has been arrived at. Enough at this stage to say that an above-average crew is in the making.

Strict training will start on Ash Wednesday, and shortly afterwards the crew will migrate to Henley for a fortnight's work over the historic reach. Mr. Harcourt Gold will have them in charge at Putney.

EAST AND WEST.

The rectorial address of Lord Curzon to the students of the Glasgow University on East and West is much canvassed by the native press and the criticisms, as may be expected, are coloured by the feeling entertained towards the ex-Viceroy. The belief prevalent among Indians is that the lofty principles which he loved to enunciate were not always imported into his administration, that he was deficient in sincerity, and that he had scant sympathy with Indian aspirations. The critics declare that they will be beguiled no longer by fine phrases and glowing periods. Moved by this strong bias, they detect in his address a sinister meaning, a deep design for the everlasting subjugation of the East by the proud, domineering West.

Having carefully read the address, I fail to notice any trace of a wicked purpose beneath the surface, though I confess I have no great love for Lord Curzon. The portion of particular interest to us is that which relates to the future of India.

"Can a Western Power, constituted as it is at a distance of 6,000 miles, maintain a permanent ascendancy in an Asiatic country, with its untold millions, particularly when a free press and the embryos of representative government have been conceded to the people and when the sentiment of the East, revived by western nurturance, is exceptionally active in its manifestation?" There is no knowing what the future may bring forth, and the question admits of no positive answer.

Leaving alone the region of speculation as to what may happen in a remote age, we may assert with confidence that British connection and British supremacy are indispensable to India for generations to come, and that they can and will be maintained, says a native thinker in the *Bombay Gazette*.

Her ascendancy, says Lord Curzon, is what Great Britain will regard as a duty to civilization and the world. Those who talk of the providential mission and sacred trust of Great Britain must come down from their lofty pedestal. England rules over India, and will do all she can to retain it, not purely from the moral sense of her duty towards an alien race, but because it is her interest to maintain her supremacy; because she has won an empire, and it is well for her that she should keep it; because she is in possession by right of conquest. Russia, we know, cast longing eyes on India. Was she, too, moved by a purely divine impulse? I should much prefer plain-speaking to sanctimonious professions. Had India been a region as barren and uninviting as Tibet, would any Western Power have invaded it and shed its blood for obtaining its possession, simply from a benevolent desire to rescue the natives from ignorance and degradation? It is equally the interest of India that the connection shall continue indefinitely. Hence, it is that I cannot sympathize with the demand for Swaraj in any of its forms. "The true wisdom," as Lord Curzon observes, "is, while pursuing a liberal policy, not to encourage false expectations. Self-government, under or within the Empire, which is the motto of the advanced party, is not at present a realizable ideal."

TESTIMONY OF TRADITION.

MANY EXAMPLES.

The search going on for treasure from the ship of the Spanish Armada sunk in Tobermory Bay, Scotland, makes it seem a shame that shrewd business men should be willing to hazard money on an undertaking suggested by popular tales that owe their origin to the sixteenth century. Further consideration suggests that the credulity is justified by several stories which attest the reliability of tradition.

Among these (says a Glasgow paper) the story of the Lochgoonin purse has a local interest. The lonely farm of Lochgoonin, situated on Fenwick Moor, and within sight of the smoke of Glasgow, figures prominently in the annals of Covenanting times. On no fewer than 12 occasions was the house searched and ransacked by dragoons. Tradition avers that one of these visits was anticipated by James Howie, the honest tenant, who prepared for it by hiding his purse in the neighbouring moss. It was also alleged that the money could not be found after the troopers had left, and that a farm labourer in the employment of the family was believed to have appropriated it. Rather more than 60 years ago one of Howie's descendants was driving cattle to their pasture on a Sunday morning, when, jumping over a furrow, one of the cows planted its hoofs in a small lock and brought to view a broad silver piece. A contemporary narrative of the chase followed by the cattle-driver may be quoted, because of the interesting light which it throws on old-time views regarding Sabbath observance:—"He picked it up, and as many more as he could lay his hands upon, but he did no more at the time, as it was the Lord's Day, than mark the spot—a spot not above 50 yards to the west of the house. Next morning he came with a spade, and dug about until he came upon an old silver purse all there were about 40 shillings and several smaller coins."

About 20 of these may still be seen at Lochgoonin. Much of their interest centres round the fact that the majority are of foreign mintage. The German Empire, the Dutch Republic, and the 12 free cities—Bremen, Frankfurt, Hamburg, etc., are well represented. By way of explaining this, it has been suggested that an intimate friend of the Lochgoonin family may have served as a mercenary soldier in the Continental wars of the period. In support of the theory, it may be mentioned that Captain Puton, a noted Covenanter, who suffered death for the cause, was a neighbour of the Howies. This valiant officer is known to have served for a time with Gustavus Adolphus.

NORIE'S LAW.

The story of Norie's Law supplies still more striking proof of the reliability that sometimes attaches to tradition. This is an eminence near the town of Largo. It was long asserted that a chieftain, clad in the silver armour that he had worn during life, had been buried in the mound. In 1819 a man, in humble circumstances, who lived in the neighborhood, was observed to become suddenly affluent. About the same time it was rumoured that a large quantity of antique silver had been sold at Cupar. Norie's Law also showed traces of recent excavation. The least credulous could not fail to connect these facts, and an investigation, which was instituted by the proprietor of the Law, showed that the suspicion was fully justified. In the course of further digging operations there were found several lozenge-shaped plates of silver that looked like scales of a plate of mail, a silver shield, and sword ornaments of the same metal.

The annals of Wales record an incident that is still more suggestive. Near Mold, in Flintshire, there was at one time an ancient burial mound, in which gold ornaments were said to be buried. In 1827, a woman, who belonged to the district, asserted that, late at night, she had seen a skeleton, resplendent with gold, standing on the mound. Six years later the burrow was opened up, and, in addition to the urns and bones, which an antiquarian would have expected to unearth,

it was found to contain a complete skeleton encircled by a corslet of pure gold. This interesting relic may now be seen in the British Museum. The suggestion of the supernatural in the story which centres round it may be explained by the notion that the time-honoured tradition had been so vividly imprinted on the woman's mind as to conjure up the spectral appearance.

In his interesting "Scottish Reminiscences," Sir Archibald Geikie alludes to the trustworthiness of persistent local tradition. A story related by Miss Darling, the sister of an old-time Lammern farmer, brought this home to the author at an early age. The narrative cannot be better told than in Sir Archibald's own words:—"Ever since the time of the Battle of Dunbar, she (Miss Darling) said, it had been handed down that Cromwell, finding his way barred by Leslie and the Covenanters, sought to discover some route through the hills practicable for his army, and sent out scouts for that purpose. Two of these men, disguised as peasants, had made their way down the valley of the Whitadder, as far as the mouth of a little dell or clough, when a gust of wind from the hollow blew their cloaks aside and showed their military garb to some of Leslie's emissaries, who were on the outlook. They were promptly shot and buried, and tradition had always pointed to a low mound with some gorse bushes marking the site of their grave. Miss Darling sought and received permission from the proprietor, who, I think, was the Marquess of Tweeddale, to open a trench at the place with the view of seeing whether any corroboration of the tradition could be obtained. To her great delight, she found among some decayed bones, a few buttons and a coin or two of the reign of Charles I."

WISDOM.

Rev. Father Keating.—It is far better to be shocked and justify the literature without noticing the lying.

Mr. W. R. Colton.—In art, a little thought said beautifully is better than a great thought badly expressed.

Prof. Selwyn Image.—I regard every antiquarian bookseller as a noble standard-bearer in our age of vulgarity.

Rev. James Hamilton.—People connected with universities, especially professors, are often more remarkable for their business peculiarities than for business aptitudes.

Lord William Cecil.—Brute strength is becoming less and less requisite among men.

Rev. W. L. Watkinson.—Generally it is by matters of comparative indifference that we are excited.

Mr. Justice Neville.—Over-crowding is terribly bad for young life.

Rev. F. B. Meyer.—Never tear up an anonymous letter without reading it.

Mr. R. R. Buckley.—The question of censorship is one of commerce rather than of morality.

Dr. J. W. Gregory, F.R.S.—Modern civilisation would inevitably wither if there were a serious iron famine.

Mr. F. T. Fregilgas.—It will be a bad day for England if the individual be crushed out of existence by the monopolist.

The Master of Polwarth.—No class of the population have such great difficulties to face in leading honest, moral lives as the very poor.

Professor Boyd Dawkins.—I know of no better education for the Oxford man than to be thrown into the practical life of Manchester.

Mr. Cecil Sharp.—Many people advocate the learning of music as a finishing touch to one's education, like sugar on top of a cake.

Mrs. Walter Runciman.—A good complexion is quite compatible with water-drinking.

Mr. Wallace, K.C.—Criminals may be divided into two classes, those of weak moral fibre and those who make crime a profession.

Sir F. Carruthers Gould.—I have never heard of a Devonshire man who was grateful for being in Devon. They only develop patriotism when in exile.

Mr. Arnold-White.—Sloppy sentimentalism is dying out.

SHORT STORIES.

The usual crowd of small boys was gathered about the entrance of a circus tent in a small town one day, pushing and trying to get a glimpse of the interior. A man standing near watched them for a few moments, then walking up to the ticket-taker, he said with an air of authority:—"Let all these boys in, and count them as they pass."

The gatekeeper did as requested, and when the last one had gone he turned and said:—"Twenty-eight, sir."

"Good," said the man, smiling as he walked away, "I thought I guessed right."

ON THE TELEPHONE.

"Hallo! Are you the gas company?" inquired a man who had rung up the gas company on the telephone.

"Yes."

"Well, did you read in the papers that the tail of Halley's Comet is composed of gas?"

"Yes, but what has that—"

"And did you notice that it was fifteen million miles long?"

"Yes, but what—"

"Nothing, I just wanted to say that if the astronomers had measured it with the motor in my house it would have been forty million miles long."

THE COST OF COURTSHIP.

The following bill and letter have been received by a young man from the father of the girl whom he has been courting. The communication explains itself:—

June 27, 1898.

Mr. John James Smith Dr. to Hozekiah Bldgers:

To three months' use of parlor, Thursday and Sunday evenings L3 0 0

To gas and coal used for your comfort at Is a night, which is very reasonable..... 1 6 0

To the old lady's trouble for keeping the children out of the parlor while you were with Maria ... 0 10 6

To broken rocking-chair—what I paid for it—repaired times 1 7 0

To springs and upholstery damaged on lounge where Maria and you used to sit together—call it..... 0 15 0

Which adds up to ... L7 2 0

Sir,—I want you to understand that if Maria, my daughter, has given you the mitten, I haven't and won't do so until you've paid for your pleasure. You can't fooling around my house two nights a week and using the parlors if it were your own, without paying for the luxury, and the bill I have made out is very reasonable. But that's neither here nor there, and what I have got to say is that you've got to pay for your fun. If you don't I shan't set any lawyer on you or sue you in court, but I'll thrash the life out of you. You hear me?—Yours.

A gentleman who was no longer young, and who never was handsome, said to a child in the presence of her parents:—"Well, my dear, what do you think of me?"

"The little one made no reply, and the gentleman continued:—"Well, you don't tell me. Why won't you?"

"Two little fat hands tucked the corners of a pinafore into her mouth, as she said, archly, in a timid whisper:—"Cause I don't want to be whipped."

TOO URGENT.

Two Irishmen were out hunting with one gun between them. The man with the gun saw a bird on a twig and took careful aim at it.

"For the love of Heaven, Mike!" shouted the other hunter, "don't shoot! The gun ain't loaded."

"I've got too," yelled Mike. "The bird won't wait."

It was at a dinner given to several prominent members of the legal profession that the host asked the oldest judge present for a story.

"Tell us something about the greatest trial at which you ever presided," he said.

"Ah," said the judge, "but that would be airing family affairs, my friend. The greatest trial at which I ever presided was the bringing up of my seven children, with a jury of more than forty relatives, near and distant."

A SHORT SERMON.

THE FUTURE OF THE WORLD.

TEXT:—MATT. XXV., 14.

We have here a parable that requires very little, if any, explanation. It speaks for itself. The Master Who went into a far country is for us, Jesus Christ. The men to whom He entrusted five and two talents, as well as the man who had only one talent, are those who profess His name.

SERVANTS OF CHRIST.

We are all the servants of the principles to which our moral nature subscribes; but there is a peculiar sense in which we are the bond-servants of Christ—that is, those who are the followers of Jesus Christ, and, with Him, in a blessed mystic union, are doing something with our spiritual inheritance to build up the kingdom of God on the earth.

It is this parable we have a clear recognition of the ordinary inequalities of mind and human capacity. One man had more talents than another; the Master required just as much faithfulness from him as He did from the one who had less. In the execution of their duty we observe the working in these servants of the characteristics of human nature. We have the result of diligence and sloth; industry and neglect; honest labour and vain excuses; and of reward to the faithful and punishment to the wicked.

OUR TALENTS.

We do not need to labour the analogy. God entrusts all of us with a certain amount of capital to put to use. A "talent" was a Roman coin which had a certain face value, and every natural gift we possess is a talent, and to each of us is given certain powers and circumstantial opportunities which are also talents, for the opportunity of rendering a kind act, for example, part of a service. And to each of us is given gifts and opportunities according to our several abilities. The rich have theirs; the poor have theirs. God does not expect from you what He expects from me, and He tempts us according to our ability.

Now, what is the great significance of this parable? It seems to me that it lies in this, that our work bears an intimate relation to the future of the world. The Master has gone. When He will return we know not. In a Apostolic times the disciples laboured for Christ, expecting His speedy return. The parable states that "after a long time" the Master returned. I do not think we need concern ourselves as to when He will return. The chief matter that should engage our minds and hearts is to ascertain what talent we possess for the work that Christ requires from us, and then to do it in such a way that it will be a success—in other words, profitable. So that when the Master returns, He will not find us idle and negligent.

MAKE THE MOST OF OPPORTUNITIES.

You will observe that the progress of the world—the realisation of the aims and purposes of Christ—is dependent upon the development of individual qualities and opportunities. That is clearly suggested in the parable. If miracles are to be done, we must do them. The servants who had more than one talent did not waste time. They "straightway" went and traded with their talents, and in the great business of life we have no time to waste. Time is money. There is far too much procrastination in the work of Christ. "To-morrow will do; we need not go to church to-day we will have an opportunity again," and so forth, are very lame and unworthy words to employ about work for such a Master as ours.

The servants made the utmost use of their opportunities; they were not content with obtaining a fair return for their investment; they were determined to realise the best. And, consequently, when the day of reckoning transpired, they were handsomely rewarded. So it is ever with those who take a serious view of life and devote their energies to making the most of their time, talents, friends, wealth, and influence for the Kingdom of God.

THE ONE-TALENT MAN.

I confess that the one-talent man interests me. His action is pregnant with suggestiveness.

He was a man who had an ear for the worst reports about the Master. He had heard that He was a hard and exacting Master. There were no grounds for such an estimate of His character, as His treatment of those who did their duty proved.

The one-talent man was a proud servant. He looked at his one talent, and did not think it worth his while to use it; he had only one. He had not five—no, perhaps, could not speak in public like So-and-so; and he did not speak at all. He was poorer than his next-door neighbour, and because he could not give as he did, he gave nothing at all to the cause of God and humanity. His whole case was vain and weak, and showed that his service was actuated by that rather popular notion that because one does nothing positively wrong—did he not hand the talent back to the Master as he got it?—he was worthy of praise.

PUT TALENTS TO SERVICE.

My friend, the question of life is not wrapt up in a negative. Your character must follow positive lines if it is to shine in the beauty of righteousness and holiness. Your life is an investment for humanity. Your life is a light for those who sit in darkness. Your life should be a reflection of the Christ's, and unless you perform your part in the economy of the Kingdom, that Kingdom must suffer.

Only one talent! Why, the woman at the well heard Christ but once, but what a revolution she worked in her city by repeating what she heard, and felt and saw! Bring the talent out of its napkin, friends, and in the name of our Master, Who is neither hard nor exacting, but just and tender, and merciful, put it to some service, no matter how simple and insignificant it may appear when contrasted with other talents. It will meet with its reward.

WARNING TO IDLERS.

Christ's skilful treatment of the slothful and unprofitable servant should be a warning to all idlers in the service of the Church. A neglect of duty, with which it falls upon them they will have no excuse. On the other hand, those who merit the Master's reward will be treated not only generously, but made partakers of the very joy of their Lord! What that is I do not know. We perhaps too often think of Christ with His Cross, and are apt to forget that our Master is also joyful. At any rate, the reward for the Cross will, we may be sure, bear a just relationship to the pain and suffering, and the joy will be unutterable, and full of glory.

"COULDN'T SPEAK ENGLISH."

JAPANESE BLUFF.

Wellington (N.Z.).—When the representative of "The Daily Telegraph" found the log of the Japanese Antarctic exploring ship *Kinan Maru* written up in English, he sought some explanation of this seeming paradox on board the vessel, of which the officers and crew professed complete ignorance of the English tongue. He had to be satisfied, however, with courteous smiles and facial expressions of inability to understand what he was talking about.

The scepticism with which he regarded these professions of lingual deficiency has been strengthened now into a conviction that so far as the language is concerned, this Antarctic exploration party carried off a piece of bluff with admirable resources.

Recently the keeper of a bookseller's kiosk on the wharf stated to "The Daily Telegraph's" representative that on the night prior to their departure several of the officers of the *Kinan Maru* visited his place of business and bought a large supply of English novels, current magazines and newspapers. In making these purchases they expressed themselves in first-rate English, and displayed a familiar knowledge of what the various writers had published. They also furnished him with the addresses of people, written in English, to whom certain newspapers were to be forwarded in Japan.

PHOTOGRAPHIC NOTES.

LIGHT-FILTER VALUES.

Probably many failures by incorrect exposure have been caused by a point which is frequently overlooked in regard to light-filters. The requisite exposure necessary with different makes of plates may vary considerably. It is not sufficient to be guided by the speed numbers provided by the makers of the various orthochromatic plates. Of the different kinds of screens it may be general knowledge that the increase of exposure is not always represented actually by the number quoted, as, for instance, a light filter marked by 2 may necessitate an increase of three or four times the normal exposure, or a 4 may require six times, according to the plate used. A few tests made with different makes of plates likely to be favoured during the coming season will be found most useful and instructive. The results should be carefully marked and stored away for reference when required. A chart made up of different colours introducing blue, green, yellow, and red, representing as near as possible the colours of probable subjects, should be prepared and set up ready to be photographed. First make an exposure without a filter, and if possible develop at once to ascertain if a correct exposure has been made, but of course an approximately correct exposure made by means of a meter should answer the purpose well. Now proceed to make three exposures with the filter in position, one according to the increase necessary as given by the makers of the filter, and the other two under and over the amount; thus, if a 4 requiring four times, make the exposures three, four, and five times. Now if this is done with one or more light filters and the same tests made with different plates, I have no doubt some of my readers will be enlightened as to the reason of many incorrect exposures.

This branch of photography is rapidly becoming more popular with amateurs, and few who once start this work regret having done so. It is quite a fallacy to suppose that in order to take photographs an elaborate array of expensive apparatus is necessary. As a matter of fact, probably the subjects that will prove of greatest interest to the majority of amateur workers can be photographed with an ordinary camera with a reasonably long extension and a lens of very short focal length. By this I mean that there is a vast amount of extremely interesting work to be done without the aid of the microscope. Photo-micrography really means the photography of enlarged images of small objects, and not necessarily obtaining enormous magnification. This branch of work is divided up into two classes, low power and high power. It is upon low-power work that I propose to deal in these few notes. The apparatus necessary is a camera with a good extension, preferably a solidly-built square-bellows camera, quarter-plate size will do, or, if desired, half-plate. A lens of about two inches focus will be required, the largest working aperture of which need not exceed F8. If not already possessed of this lens, one can be purchased second-hand for a few shillings. The next piece of apparatus is a pair of parallel wooden runners, say about four feet in length, and at one end should be fixed a form of easel upon which the objects to be photographed can be arranged. An aperture sufficiently large to clear that portion of a microscopic object slide containing the specimen should be made in the centre. This is in order that prepared specimens may be photographed by transmitted light if desired. When taking opaque subjects a background of paper should be stretched across the easel. The camera, with the lens in position, should now be adapted to the runners in such a way that it can be moved into any desired position, and yet kept square with the easel. Another plan is that the easel be made to slide along the runners, and the camera a fixture, the extension, of course, being available. Various methods of illumination can be adopted, either daylight or artificial light,

according to circumstances. For taking photographs by reflected light the apparatus should be placed near a well-lighted window, care being taken that the object is lighted evenly; or if artificial light is to be used, the source of light should be arranged as near as possible to the camera, at one side, and a reflector of some description placed near the object at the other side in order to equalise the illumination as much as possible. For taking photographs by transmitted light a Nernst lamp, incandescent gas, or oil lamp can be used. The lamp should be placed directly behind the aperture in the easel, and great care must be taken in arranging the lamp in order to ensure that the actual source of light is in line with the axis of the lens; otherwise uneven illumination will result. It is advisable that a condenser be placed between the lamp and object in such a position that the beam of light is concentrated upon the object. With the above-mentioned apparatus a large number of interesting photographs can be taken, the magnifications obtained ranging from, say, two to twelve, according to the camera extension available. This range of magnification will cover many subjects, such as some of the more common insects, small flowers, etc.

CORONATION VISITORS.

PLENTY OF ACCOMMODATION FOR ALL OF THEM.

LONDON IS NEVER FULL.

It is anticipated that some 200,000 visitors from the Overseas Dominions, America, and the Continent will visit London during the period of the festivities surrounding the Coronation of King George, and already rooms are being booked to secure against disappointment.

In the case of the large hotels, filled up, and the "rush" will not materially affect them, although prices will be somewhat higher owing to the increased cost of commodities which necessarily follows an increased demand.

THE INFLUENCE OF THE MOTOR-CAR.

Owing to the facilities offered by the general use of the motor-car, house agents who have suitable furnished dwellings to let a few miles from London are being inundated with applications, while the smaller and private hotels will no doubt be considerably benefited.

"It is impossible," said the manager of the Hotel Cecil to the Press Association reporter, "to fill London and the reports that are yearly circulated that London is crowded and that hotel accommodation is at a premium, are not only untrue, but are responsible for the loss of a great deal of money which would otherwise find its way into the pockets of London's tradesmen. London's resources are so great that we could accommodate with the greatest of ease almost any number of people, as, if they cannot book rooms at once, there are always other places to which they can go."

THE HARM OF EXAGGERATION.

"As an instance of the harm done by these reports," he went on, "I will tell you this: Last year a party of over a hundred wealthy Americans intended to come to London, and to make a tour of the country. They read in a newspaper that London was full up—that there was no room left. What did they do? Instead of landing at Southampton, they went on to Cherbourg and spent some weeks in France without placing foot upon the shores of this country."

Questioned as to whether prices would be much increased, the manager expressed the opinion that they would be affected only to a small extent. America, he added, would contribute the greatest quota of visitors, but a large number of inquiries were being received from France and from Russia. The Russian people, he explained, were becoming more and more constant in their visits to this country, and their taste for travel was rapidly increasing.

NEAR EAST WAR CLOUD.

PORTENTS OF SERIOUS TROUBLE IN THE SPRING.

BALKANS ACTIVITY.

[By a Foreign Diplomat.]
The European situation has not been cleared up.

The only things which, since the Potsdam meeting, emerge more clearly are intensified distrust of Germany in France and England, and the somewhat weakened trust in Russia by the public opinion in these countries.

Just because the conduct of the third member of the Entente seemed to become less cordial, France and England felt the need to intensify their own cordiality towards each other. Between them the Entente is "more cordial, closer, and more complete than ever," according to M. Pichon. If those words mean a reality, and not pleasurable but empty sounds, then at least a military convention for defensive purposes must have been concluded by this time between England and France. Such a convention would be, I will not say the logical answer to, but the natural consequence of the Russo-German rapprochement.

But for the moment the centre of the political storm cloud does not lie in the Persian Gulf, encircling Koweit and Bagdad. The centre of danger is nearer to the centre of Europe. It is again in the Balkan Peninsula. Strange and symptomatic events are happening there. The rumours of a military convention between Turkey and Roumania (which is formally attached to the Triple Alliance), have never been convincingly contradicted. The rapprochement between Bulgaria and Greece was somewhat slow, but unmistakable. Only four weeks ago the Bulgarian ex-Minister for War, General Savov, published a pamphlet declaring that an Alliance between Bulgaria, Greece, and Montenegro against Turkey is not only an unavoidable, but already an accomplished fact.

Montenegrin telegrams during the last two months have informed Europe that there are now in Montenegro nearly 10,000 refugees from North Albania, the Sandjak, and even from the Kosovo Vilayet, who clamour daily for the King of Montenegro to invade their country, and by occupying it with his army, give the people security for life and property, of which the Young Turks have, according to them, utterly deprived them. The latest messages from Cetinje announce that the warlike excitement is growing among the Montenegrins themselves, and that King Nicholas is at present bravely resisting the wishes of his people.

But for how long will he be able to resist? He could tomorrow, not without justification, pretend that the people of North Albania and the Sandjak have implored his protection, and that his own people insisting that he should give them such a protection, he had no other alternative but to occupy those countries. The same plea, and probably a less artificial one, could Bulgaria make for the invasion of Macedonia by the Bulgarian Army.

TURKEY'S GRIEVANCE.

The Turks are fully aware of the dangers menacing them. They are planning a general mobilisation of their forces in Europe in the early spring. That would necessarily provoke the mobilisation of the Bulgarian, Montenegrin, and, probably, Serbian armies. And under the Balkan atmosphere, charged always, more or less, by electric storms, the rifles and guns may start to fire of themselves.

The danger is very serious. It is aggravated by the general belief among the Balkan Slavs that the Chauvinistic policy of the Young Turks is encouraged by Austria and Germany, while among the Turks the belief is widely spread that the Bulgarians, Greeks, and Montenegrins are encouraged by Great Britain to harass and eventually attack Turkey. If the war between the Turks and the Christian nations of the Balkans breaks out next spring, it would be impossible to localise it. But at this stage it would be as yet possible to prevent it.—*Pall Mall Gazette.*

PARIS FASHIONS.

The moral to be remembered just now, where fashion is concerned, is: "Shape your heart (or, rather, your budget) to meet the present, but dream not that the hour will last." The fact is, the dress-makers have had to make a whole series of new dresses for the theatres, which have all been seen this week, several days before the new collections are put on view. This means either that we have seen some of the newest models or that the actresses will have to be content with wearing demode frocks for the rest of the time the plays run. As the plays in question were foreordained to succeed, this last supposition seems scarcely likely, so we may conclude that the new theatre dresses are forerunners of what is to be worn, at any rate, in the early spring.

NO GREAT CHANGE IN LINE.

Lovers of variety will be sorry to hear that there is very little change in the general lines of the new models; but, as I said above, the hour will not last, and although the dresses we now see express the fashion of the present, and the immediate future, the coming collections will show novelties which will be worn in June, July, and August. But let us deal with to-day, and not heed that tantalising rattle of the distant drum. The dresses I have in my mind are some I saw at the Theatre Michel, and they were made by Paquin. There was one in navy-blue velvet, with a tunic in blue-green crepe de Chine. The skirt was slightly full, as a Greek under-dress might be, the tunic was short on one side and long on the other, and round the high waist-line was a long-ended sash of blue velvet ribbon. The tunic reached the base of the neck, and a high cream net collarband finished off the throat, cream net sleeves ran from under the blue-green crepe de Chine short ones, to the wrists, and the whole dress was a charming simple thing, which any girl might wear and look well in.

Another charming dress was in old-rose cachemire-brandee, with a three-tier tunic of plain rose-voile, each tier being bordered with a narrow silk fringe. The corsage was quite simply bloused and carried to the base of the throat, above which was a touch of cream. This touch of cream is so important. It softens the whole effect in a most marvellous way, for there are very few women who can bear a colour directly on the skin without running the risk of the dress looking hard, unfinished—unsatisfactory, in fact. Yet another model, and this, not one which has appeared at the theatre, is in lime-tinted foulard, with a deep hem of black mousseline trimmed with coarse cream lace, the corsage being carried out in the same materials.

THE LONGER SKIRT.

There is no doubt about the advent of the longer skirt for afternoon dresses, and there is no question about the grace of the innovation. The short skirt will still reign for practical purposes, but for garden parties, house parties, concerts, and all occasions where pretty rather than practical, dresses should reign by right, the longer skirt will be de rigueur. It will be made on the lines of Greek robes, and no under-skirts will be worn with it, for the Parisienne is mad about soft, supple, clinging materials which make her look intensely feminine, fragile, and graceful. Some people say she means to grow plump again, and give up her stern dieting and her salt cures; but she will have to reckon with the dressmakers if she does, as I know they infinitely prefer her to be slim.

THE VOGUE OF THE BOLERO.

Several weeks ago I said that the bolero was coming, and here it is. A sketch shows one of its many forms, made in a finely striped silk of sapphire blue and black, trimmed with black satin bands. The two latest crazes are, it was noticed, simulated rather than actually carried out. I mean the tunic cut like the trouser skirt, and the bolero trimmed with a high waistline. Other popular boleros have little unlined silk basques falling from the waist-belts, and a favourite trimming to the front of one is a plisse net or lace frill falling sideways. Take, for instance, a tailor-made of the new

material called silk-serge, made with a bolero of the same material worn over a chiffon and lace blouse, add to this a lace fall in front and lace wrist frills, and nothing could be daintier for a visit of the ordinary calling kind. A favourite hat for such a costume is the taffetas turban in a fine check of one colour, but in two shades. The taffetas is swirled round a turban shape, and then spiked into a three-fold fan, which carvers off at a sharp angle from the highest twist of the turban. It is very effective, and I saw one this week in two shades of peacock-blue worn with a navy-blue tailor-made and black fox furs which was quite successful.

THE BONNET DE NUIT.

I am quite in love with the dainty bonnets de nuit which the Frenchwomen wear, and they are so easy to make. As a matter of fact, I do not think they are worn in the night, but they do adorn many dainty heads in the early morning, when the cup of tea or chocolate is being taken and morning letters are being read. Some women like the Dutch shape made in embroidered lawn, others the notch cap with ribbon running round it, and both are pretty. The best way is to buy one for a good pattern and then let one's own small milliner copy it in different muslins. I found one the other day for 20 francs, and the rest of my bonnets will cost me about 5 francs each.

THE MORNING INDOOR.

TOILETTE.

It is a recognised fact in England that the Frenchwomen flannel around their dressing-gown all morning—some people think all day. The difficulty about refuting this disparaging idea is that there is some truth in it; but only some. The Frenchwoman wears a robe d'intérieur, a loose-flowing garment of some soft material, into which she can slip quite easily. But—and this is a great but—she is the perfection of neatness and trimness in it, for one must not take as a type of the true Frenchwoman the occasional glimpses to be had of a small French interior from which hang mattresses and bad coverings at the windows, and over which preside stout women in flannel dressing-gowns at 5fr. 50c. each, and open at the throat for comfort. One might as justly cite the Englishwoman who wears Hinde's curling-pins until the afternoon as representative of English habits. To be fair, it is necessary to compare the women who belong to the same classes; and in this case let us take the upper middle-class women of both nations. Both, naturally, are equally dainty in their actual bathing and hair-dressing and wearing of fair, fresh linen; but the Frenchwoman, instinctively plus coquette, puts more flourish into the performance than the Englishwoman. Her dressing-room shelves hold bottles of sweet-smelling essences, her ribbons and laces flutter more obviously, and instead of covering up her dainty undergarments with a neat skirt and cloth skirt, she puts on a flowing robe of silk, or muslin, or cachemire, and she looks charming in it. It suits her and her surroundings, and it saves her tailor-made skirt from getting kned. In this way she is both dainty and practical, and just because she is different from us is no reason to say she is wrong.—*M. E. C. in the "Pall Mall Gazette."*

THE CHINESE VOLUNTEER MOVEMENT.

A meeting was held on Sunday week under the auspices of the Volunteer Associations of the Settlement and the Chinese City, Shanghai, to consider the formation of a National Volunteer Association with the object of organising Volunteer corps in all parts of the Empire to support the Government. Several hundreds of people were present, including the Lady docton, Chang Chuh-kun, and a number of female medical students. After the leaders of the movement had addressed the meeting, pointing out the danger China was in at present and emphasizing the importance of the people being prepared to defend their country, it was resolved that a National Volunteer Association be organized.

OCEAN SAFETY. MODERN STEAMSHIPS AND THE SCIENCE OF STABILITY. THE PERFECT SEA BOAT.

The inquiry into the mystery surrounding the fate of the *Watah* will doubtless have the effect of causing some amount of nervousness on the part of those who have to undertake long journeys by sea. Stability is an easily understandable term; it may be taken to mean the ability of the vessel to remain in an approximately vertical position in spite of the violent buffeting of wind and waves. "Recovery powers" also is a phrase which needs little explanation, for it describes the ability of a ship to return quickly to a normal position after having been over by a gust of wind or an extra heavy wave (says the *London Daily Graphic*).

Everybody knows the feeling in rough weather, when a vessel is rolling badly, that it is impossible for her to right herself, and what the average reader wishes to know is to what extent a vessel can safely heel—in other words, what is the limit of her recovering power. This, however, is a point that cannot be settled on general lines, since the stability of ships depends not only upon individual design, but upon the character of the cargo of each vessel, and the method in which it is loaded.

CARGO. If the cargo is to be of human beings, the problem before the designer is comparatively simple, for he has only to allow such a margin of safety that, with all the passengers sheltering from a gale on the lee side at the highest portion of the ship above the water line—that is to say, under the worst possible conditions—the vessel shall still be stable. This naturally necessitates the provision of a wide margin, especially on a large vessel such as a modern Atlantic liner, which at certain seasons of the year may carry a full load and at others perhaps only half its complement of passengers.

A vessel must have the combination of great recovering power and comfortable riding, but, unfortunately, these are two opposed virtues, for if a vessel has the maximum recovering power that can possibly be provided, she will ride uncomfy, owing to the rapidity and jerkiness with which she will endeavour to return to her normal position.

An appearance of top-heaviness, such as characterises many a modern boat, does not necessarily indicate that the vessel is of faulty and dangerous design.

HIGH DECK. That appearance is caused solely by the desire of passengers to live during their short stay on the boat as high above the water line as their means permit, and this natural tendency has brought about a type of vessel having a series of superimposed decks, a style of construction which must necessarily lend an air of instability to the boat in the eyes of the uninitiated.

The real fact of the matter, however, is that it is as easy to provide for a wide range of stability in a vessel having many decks as in a boat having but one. This is simply a question of design, and, indeed, the tall sides or high free-board, of the liner make it the safest of all vessels, so that the "top-heavy" appearance may be a virtue instead of the fault that it seems at first sight.

The stability of any vessel depends upon its metacentric height; that is to say, the relative positions of its metacentre and its centre of gravity. The metacentre is a term in physics, indicating that point in a floating body in which, when the body is disturbed from its normal position, the vertical line passing through the centre of gravity of the fluid displaced (regarded as still filling the space occupied by the body) meets the line which passes through the centres of gravity of fluid and body when the latter is at rest.

ROLLING IN BAD WEATHER. It is a simple law that for a vessel to float with stability the metacentre must be above the centre of gravity, and upon the precise relation of the positions of these two points to each other, and to the ship itself, the stability and comfort of the vessel depend. The height of the one point above the other directly determines the power of the vessel to return to the

vortical, and the safest and most comfortable ship is that in which this relation has been most accurately estimated for average requirements. The great recovering powers and stability of modern well-designed ships is illustrated by the fact that as long ago as 1893, in a voyage undertaken just before Christmas, H. M. S. *Resolution* struck bad weather in the Bay of Biscay and a roll of 40 degrees was recorded, while she was lying-to. The incident was illustrated in the *Daily Graphic* of December 26, 1893, from sketches supplied by an officer on the vessel, and her adventurous trip was reported by a correspondent in the same issue. The incident is worthy of being recalled at the present moment, when it is our purpose to emphasise the essential safety of modern vessels.

CANADA'S CALL FOR SWEETHEARTS.

A MODERN CUPID AT WORK IN ENGLAND.

A modern Cupid is now at work in England on behalf of Canadian young men. He is being kept busy.

We have heard of the call of the wild; the call of the wild and the gentle alike in Canada is the call for sweethearts. The young Canucks have discovered that they are wasting their sweetness on the desert air, and have Mr. Howell of the Canadian Northern Railway has come to England to interview the young damsels who are ready to taste of this quality.

He is receiving thousands of applications. Some five thousand willing and domesticated British girls are being sought for the purpose. Their financial position will not affect their chances. Should they be found suitable, the company is willing to advance the passage money. By the beginning of May, therefore, the first party of servants will be sailing for Canada. How long they will remain in a subordinate position is not for anyone to say. But it requires no great stretch of the imagination to draw the conclusion that a young woman who proves herself useful and willing will soon be entering upon a lifelong engagement. The 5,000 capable and domesticated young Englishwomen who will no doubt respond to the call are, in fact, the potential brides whom Canada eagerly awaits.

Naturally the question arises as to what special provision the Canadian Northern steamships will make to ensure the well-being of these young women emigrants whilst on board ship. The question has been solved in a novel fashion by the introduction of a new rating on the company's liners—that of "the ship's mother."

Assuredly time has its revenge. Who would ever have dreamed, outside the realm of comic opera, that the day would dawn when woman—a "mere woman"—would occupy rank next to the ship's captain? Yet, by the time the first of the 5,000 young women are ready to sail, "the ship's mother" will be an accomplished fact. The new officer will have her own staff of assistants, will take her meals at the captain's table, and will wear a neat blue uniform resplendent with gold lace. The whole thing savors of an omitted character from "H.M.S. Pinafore." Yet Mr. Howell assured a press representative that the post would have its responsibilities. "The ship's mother," he said, "will see to the well-being and comfort of the women passengers. She will take her orders from the captain, and, with her own staff, will see to it that nothing is left undone that will conduce to the pleasantness of the voyage."

The innovation marks a new era in ocean travel. It means that a husband may send wife or daughter overseas without the least misgiving, knowing that the journey can be accomplished with no more risk than that attendant upon a short railway journey.

It is stated that the ladies who are to occupy these new posts have already been selected. Vacancies, obviously, will be few, but for the benefit of those who are interested in the sartorial aspect of the matter, it may be mentioned that the exact cut of the new officers' uniform has not yet been decided upon. But gold lace will assuredly be there.

THE UNIVERSITY CREWS.

CONTINUED CAMBRIDGE IMPROVEMENT.

OXFORD'S ETONIAN MAKE-UP.

Wisely enough, President Rosher (Cambridge) had P. V. J. Van der Byl and W. J. Davy out tubing again last week, says the *Pall Mall Gazette* of Feb. 13th. The former South-African rows a powerful blade with every ounce of his weight, makes the most of his fine reach, and should be invaluable as a reserve eightman, at any rate. The Old Wellingtonian should be equally useful in case of emergency. He is a very neat oarsman, whose work is invariably easy and effective. L. S. Lloyd, understudy to R. W. M. Arbutnot at stroke, is another who may be asked to act as spare man. On latest form, however, no alteration seems either probable or expedient.

All the Blues are giving satisfaction. Arbutnot appears easy to follow at stroke, and is admirably backed up by G. E. Fairbairn at No. 7. The Jesuitism is coupling up the work in great style just now, and rowing with immense power. So also are J. B. Rosher and L. La Blanc Smith at Nos. 6 and 5 thwarts. Rosher's uniform rhythm tends to the greater steadiness now observable. La Blanc Smith is still a little slow on stroke at times, but is rapidly recovering his best form. R. Davies, at No. 2, wants rather a finer stroke. His tendency is to clip one stroke in the hurry for the next.

The recruits C. F. Burnand (St. Trinity) and S. E. Swann (Trinity Hall) continue to improve appreciably at No. 4 and bow respectively. The Downside man must correct his tendency to clip the finish. At present he fails to give the last half of the stroke its proper value. The "Hall" man's exposition is of the improved and improving nature.

BETTER COMMAND OF THE BOAT.

As a crew, the men have maintained the improvement expected from their earlier work. They have a much better command of the boat, and are better balanced on their feet, which gives them more time to swing forward and collect themselves for their stroke. They seem to have also escaped from that useless and tiring recovery which absorbed so much strength with no corresponding result previously. And the legs are now being used more effectively from beginning to finish, while they are sharper on to it the moment the blades touch the water.

Mr. Bruce is fast eradicating the general tendency to strain back with the bodies, which prevents the legs being got to work sufficiently quickly.

That the crew as a whole have strength and vigour is a strong point in their favour. There is no mistaking the zest with which they set about their work! If between now and April 1 the best of them learn to apply their strength more effectively, Cambridge will turn out a representative eight immeasurably superior to those of the last two years.

Latest plans differ somewhat from those mentioned in the *Pall Mall Gazette* recently. The crew now go to Ely on February 20. Here Captain Willis will have them in charge. A fortnight later they go to Bourne End, where, during the second week, Dr. Etherington-Smith will act as mentor. They hope to reach Putney about March 15 or 16, which will allow of a clear fortnight's tidal-water work. Strict training commences on Ash Wednesday (March 1).

AN OXFORD-ETONIAN COMBINATION.

The Oxford crew is fast attaining final order. C. A. Gladstone's inclusion at bow has been the most important change. Everybody hopes this fine oarsman will be able to stand the training this year. He has missed his Blue twice on previous occasions simply owing to illness.

It is reminiscent of the palmy days of the late "eighties" to find so many Old Etonians vying in this season. The exception is at No. 5, where C. W. B. Littlejohn (New College), who hails from Australia, seems likely to prove a success at that most difficult thwart.

Latest arrangements show that Tinn's is not quite pleasing the president and his advisers at No. 7 after all. Wormald and Burgess have had further trial, and the latter will evidently dispute the seat with Tinn.

A weak finish—dragged through with the arms instead of being driven through direct from the stretchers—and a rush forward whenever an attempt is made to quicken the stroke, are dominant faults pro tem. Until they are eradicated, any real progress will be out of the question. Nor will anything in the way of individual criticism be quite in order until final order has been arrived at. Enough at this stage to say that an above-average crew is in the making.

Strict training will start on Ash Wednesday, and shortly afterwards the crew will migrate to Henley for a fortnight's work over the historic reach. Mr. Harcourt Gold will have them in charge at Putney.

EAST AND WEST.

The rectorial address of Lord Curzon to the students of the Glasgow University on East and West is much canvassed by the native press and the criticisms, as may be expected, are coloured by the feeling entertained towards the ex-Viceroy. The belief prevalent among Indians is that the lofty principles which he loved to enunciate were not always imported into his administration, that he was deficient in sincerity, and that he had scant sympathy with Indian aspirations. The critics declare that they will be beguiled no longer by his phrases and glowing periods. Moved by this strong bias, they detect in his address a sinister meaning, a deep design for the everlasting subjugation of the East by the proud, domineering West.

Having carefully read the address, I fail to notice any trace of a wicked purpose beneath the surface, though I confess I have no great love for Lord Curzon. The portion of particular interest to us is that which relates to the future of India.

"Can a Western Power, constituted as it is at a distance of 6,000 miles, maintain a permanent ascendancy in an Asiatic country, with its untold millions, particularly when a free press and the embryos of representative government have been conceded to the people and when the sentiment of the East, revived by western nurturance, is exceptionally active in its manifestation?" There is no knowing what the future may bring forth, and the question admits of no positive answer.

Leaving alone the region of speculation as to what may happen in a remote age, we may assert with confidence that British connection and British supremacy are indispensable to India for generations to come, and that they can and will be maintained, says a native thinker in the *Bombay Gazette*.

Her ascendancy, says Lord Curzon, is what Great Britain will regard as a duty to civilization and the world. Those who talk of the providential mission and sacred trust of Great Britain must come down from their lofty pedestal. England rules over India, and will do so as long as she can retain it, not purely from the moral sense of her duty towards an alien race, but because it is her interest to maintain her supremacy; because she has won an empire, and it is well for her that she should keep it; because she is in possession by right of conquest. Russia, we know, cast longing eyes on India. Was she, too, moved by a purely divine impulse? I should much prefer plain-speaking to sanctimonious professions. Had India been a region as barren and uninviting as Tibet, would any Western Power have invaded it and shed its blood for obtaining its possession, simply from a benevolent desire to rescue the natives from ignorance and degradation? It is equally the interest of India that the connection shall continue indefinitely. Hence it is that I cannot sympathize with the demand for Swaraj in any of its forms. "The truer wisdom," as Lord Curzon observes, "is, while pursuing a liberal policy, not to encourage false expectations. Self-government, under or within the Empire, which is the motto of the advanced party, is not at present a realizable ideal."

TESTIMONY OF TRADITION.

MANY EXAMPLES.

The search going on for treasure from the ship of the Spanish Armada sunk in Tobermory Bay, Scotland, makes it seem a shame that shroud business men should be unwilling to hazard money on an undertaking suggested by popular tales that owe their origin to the sixteenth century. Further consideration suggests that the credulity is justified by several stories which attest the reliability of tradition.

Among these (says a *Glasgow paper*) the story of the Lochgoin purse has a local interest. The lonely farm of Lochgoin, situated on Fenwick Moor, and within sight of the smoke of Glasgow, figures prominently in the annals of Covenanter times. On no fewer than 12 occasions has the house searched and ransacked by dragoons. Tradition avers that one of these visits was anticipated by James Howie, the honest tenant, who prepared for it by hiding his purse in the neighbouring moss. It was also alleged that the money could not be found after the troopers had left, and that a farm labourer in the employment of the family was believed to have appropriated it. Rather more than 50 years ago one of Howie's descendants was driving cattle to their pasture on a Sunday morning, when, jumping over a fence, one of the cows planted its hoofs in a small hillock and brought to view a broad silver piece. A contemporary narrative of the course followed by the cattle-driver may be quoted; because of the interesting light which it throws on old-time views regarding Sabbath observance:—"He picked it up, and as many more as he could lay his hands upon, but he did no more at the time, as it was the Lord's Day, than mark the spot—a spot not above 50 yards to the west of the house. Next morning he came with a spade, and dug about until he came upon an old green purse all there were about 40 shillings and several smaller coins."

About 20 of these may still be seen at Lochgoin. Much of their interest centres round the fact that the majority are of foreign mintage. The German Empire, the Dutch Republic, and the 12 free cities—Bremen, Frankfurt, Hamburg, etc., are all represented. By way of explaining this, it has been suggested that an intimate friend of the Lochgoin family may have served as a mercenary soldier in the Continental wars of the period. In support of the theory, it may be mentioned that Captain Paton, a noted Covenanter, who suffered death for the cause, was a neighbour of the Howies. This valiant officer is known to have served for a time with Gustavus Adolphus.

NORIE'S LAW.

The story of Norie's Law supplies still more striking proof of the reliability that sometimes attaches to tradition. This is an eminence near the town of Largo. It was long asserted that a chieftain, clad in the silver armour that he had worn during life, had been buried in the mound. In 1819 a man, in humble circumstances, who lived in the neighborhood, was observed to become suddenly affluent. About the same time it was rumoured that a large quantity of antique silver had been sold at Cupar. Norie's Law also showed traces of recent excavation. The least credulous could not fail to conjecture these facts, and an investigation, which was instituted by the proprietor of the Law, showed that the course of further digging operations there were found several lozenge-shaped plates of silver that looked like scales of a plate of mail, a silver shield, and sword ornaments of the same metal.

The annals of Wales record an incident that is still more suggestive. Near Mold, in Flintshire, there was at one time an ancient burial mound, in which gold ornaments were said to be buried. In 1827, a woman, who belonged to the district, asserted that, late at night, she had seen a skeleton, resplendent with gold, standing on the mound. Six years later the burrow was opened up, and, in addition to the urns and bones, which an antiquarian would have expected to unearth,

it was found to contain a complete skeleton encased in a corselet of pure gold. This interesting relic may now be seen in the British Museum. The suggestion of the supernatural in the story which centres round it may be explained by the notion that the time-honoured tradition had been so vividly imprinted on the woman's mind as to conjure up the spectral appearance.

In his interesting "Scottish Reminiscences," Sir Archibald Geikie alludes to the trustworthiness of persistent local tradition. A story, related by Miss Darling, the sister of an old-time Lan-muir farmer, brought this home to the author at an early age. The narrative cannot be better told than in Sir Archibald's own words:—"Ever since the time of the Battle of Dunbar, she (Miss Darling) said, it had been handed down that Cromwell, finding his way barred by Leslie, and the Covenanters, sought to discover some route through the hills practicable for his army, and sent out scouts for that purpose. Two of these men, disguised as peasants, had made their way down the valley of the Whit-dor as far as the mouth of a little dell or cleuch, when a gust of wind from the hollow blew their cloaks aside and showed their military garb to some of Leslie's emissaries, who were on the outlook. They were promptly shot and buried, and tradition had always pointed to a low mound with some gorse bushes as marking the site of their grave. Miss Darling sought and received permission from the proprietor, who, I think, was the Marquess of Tweeddale, to open a trench at the place with the view of seeing whether any corroboration of the tradition could be obtained. To her great delight, she found among some decayed bones, a few buttons and a coin or two of the reign of Charles I."

WISDOM.

Rev. Father Keating.—It is far better to be shocked and shocked by the literature without noticing the lying.

Mr. W. R. Colton.—In art, a little thought said beautifully is better than a great thought badly expressed.

Prof. Solwyn Image.—I regard every antiquarian bookseller as a noble standard-bearer in our age of vulgarity.

Rev. James Hamilton.—People connected with universities, especially professors, are often more remarkable for their business peculiarities than for business aptitudes.

Lord William Cecil.—Brute strength is becoming less and less requisite among men.

Rev. W. L. Watkinson.—Generally it is by matters of comparative indifference that we are excited.

Mr. Justice Neville.—Over-crowding is terribly bad for young life.

Rev. F. B. Meyer.—Never tear up an anonymous letter without reading it.

Mr. R. R. Buckley.—The question of censorship is one of commerce rather than of morality.

Dr. J. W. Gregory, F.R.S.—Modern civilisation would invariably wither if there were a serious iron famine.

Mr. F. T. Trogilgas.—It will be a bad day for England if the individual be crushed out of existence by the monopolist.

The Master of Polwarth.—No class of the population have such great difficulties to face in leading honest, moral lives as the very poor.

Professor Boyd Dawkins.—I know of no better education for the Oxford man than to be thrown into the practical life of Manchester.

Mr. Cecil Sharp.—Many people advocate the learning of music as a finishing touch to one's education, like sugar on top of a cake.

Mrs. Walter Runciman.—A good complexion is quite compatible with water-drinking.

Mr. Wallace, K.C.—Criminals may be divided into two classes, those of weak moral fibre and those who make crime a profession.

Sir F. Carruthers Gould.—I have never heard of a Devonshire man who was grateful for being in Devon. They only develop patriotism when in exile.

Mr. Arnold White.—Sloppy sentimentalism is dying out.

SHORT STORIES.

The usual crowd of small boys was gathered about the entrance of a circus tent in a small town one day, pushing and trying to get a glimpse of the interior. A man standing near watched them for a few moments, then walking up to the ticket-taker, he said with an air of authority:—"Let all these boys in, and count them as they pass."

The gatekeeper did as requested, and when the last one had gone he turned and said:—"Twenty-eight, sir."

"Good," said the man, smiling as he walked away, "I thought I guessed right."

ON THE TELEPHONE.

"Hello! Are you the gas company?" inquired a man who had rung up the gas company on the telephone.

"Yes."

"Well, did you read in the papers that the tail of Halley's Comet is composed of gas?"

"Yes, but what has that to do with the gas company?"

"And did you notice that it was fifteen million miles long?"

"Yes, but what?"

"Nothing. I just wanted to say that if the astronomers had measured it with the meter in my house it would have been forty million miles long."

THE COST OF COURTSHIP.

The following bill and letter have been received by a young man from the father of the girl whom he has been courting. The communication explains itself:—

June 27, 1898.

Mr. John James Smith Dr. to Hazekiah Bldgers:

To three months' use of parlor, Thursday and Sunday evenings L3 0 0

To gas and coal used for your comfort at Is a night, which is very reasonable..... 1 6 0

To the old lady's trouble for keeping the children out of the parlor while you were with Maria ... 0 10 6

To broken rocking-chair—what I paid for it 1 7 0

To springs and upholstery damaged on lounge where Maria and you used to sit together—call it 0 15 0

Which adds up to ... L7 2 0

Sir—I want you to understand that if Maria, my daughter, has given you the mite, I haven't and won't do so until you've paid for your pleasure. You can't come fooling round my house two nights a week an' using the parlors as if it were your own, without paying for the luxury, and the bill I have made out is very reasonable. But that's neither here nor there, and what I have got to say is that you've got to pay for your fun. If you don't I shan't set any lawyer on you or sue you in court, but I'll thrash the life out of you. You hear me?—Yours.

A gentleman who was no longer young, and who never was handsome, said to a child in the presence of her parents:—"Well, my dear, what do you think of me?"

The little one made no reply, and the gentleman continued:—"Well, you don't tell me. Why won't you?"

Two little fat hands tucked the corners of a pinafore into her mouth, as she said, archly, in a timid whisper:—"Cause I don't want to be whipped."

TOO URGENT.

Two Irishmen were out hunting with one gun between them. The man with the gun saw a bird on a twig and took careful aim at it.

"For the love of Heaven, Mike!" shouted the other hunter, "don't shoot! The gun ain't loaded."

"I've got too," yelled Mike. "The bird won't wait."

It was at a dinner given to several prominent members of the legal profession that the host asked the oldest judge present for a story.

"Tell us something about the greatest trial at which you ever presided," he said.

"Ah," said the judge, "but that would be airing family affairs, my friend. The greatest trial at which I ever presided was the bringing up of my seven children, with a jury of more than forty relatives, near and distant."

HOW DREXEL BROKE A RECORD.

10,300 FEET FROM EARTH.

The aviator Drexel, interviewed after his record-making flight, during which he ascended to a height of 10,300 feet, thus describes his sensations.

"You see, when I got well started I was making probably fifty miles an hour, as I swung around in ten-mile circles. That rates of speed starts up some breeze. Add to this the rush of air from the propeller, which in the Bariat is directly in front of the aviator, and you get a total blow in your face that about equals the effect of travelling a hundred miles an hour. I've travelled 110 miles an hour, and it's a little worse than that."

"But one gets used to this constant hurricane. It's this terrific sweep of air, more than the actual temperature, that makes you cold. It almost froze my face before I got to the top, and while my feet and body were comfortably warm, my hands and arms were stiff from the cold."

"When I was up about seven or eight thousand feet I began to feel queer. It was just a touch of nausea, I guess, due perhaps to the swift changes in air-pressure, for I was ascending rapidly. For a moment my head was all sort of light and I had a passing sensation as if everything were extremely funny. I wanted to laugh."

"The barograph showed me I still had a long way to go to get the record I had determined to bring down. That brought me to my senses. I rather think I had passed through a momentary period of unconsciousness."

"After nine thousand feet the air was so thin that the propeller didn't have nearly the same pushing power as lower down. I saw that the only way to reach my goal would be to bounce. I pointed the machine down and let out the engine full force, still going down until top speed was reached, — maybe as much as seventy miles an hour. Then quickly I tilted her up, and the terrific momentum carried her hundreds of feet higher."

"It was that bounce which put the barograph out of business. The ink spilled, and while there's a visible pen scratch on the 10,000 line, they won't let me have more than the 9970 recorded in ink. Oh, no, I'm not complaining, but I really think I went up 10,300 feet."

"During the latter part of the climb and the first part of the descent, I was above the clouds. I had nothing to guide me, though I felt I was still over the land. I crouched down so as to avoid the sweep of air in my face, and every little while I looked back to see how the tail was working. It wobbles, you know."

"The fall was so swift that my system couldn't accommodate itself to the rapid changes, and I again felt sick. I don't know any way to describe the sensation of dropping out of space into space, — you have to do it to know how it makes you feel. But once or twice on the down slide I think I must have slipped the noose of consciousness for a second or two."

Sometimes in his descent, said Mr. Drexel, the winds seemed to come from directly above, and sometimes from directly below. For you must remember that he was where wind directions are not confined to points of the compass. He was where winds are as free to blow up or down as to blow across. And every change of air current meant a change in steering; a new problem to be



THE AVIATOR.

mot and overcome, and all in the hundredth part of a minute.

"You've got to keep your head for the machine, you know. You can't do any mental aviating. I guess it's just as well, for there's no telling what might happen if you paused to dwell upon where you were and what would result if, — if the engine stopped popping or one of those wires so small you can't see them snapped or if that bit of a bolt that holds the wings should get tired of its task!"

"These things flash through my mind, even with the engine and the steering to tend. But somehow it's that tiny bolt that sticks in my thoughts. If it should give way, — well, I suppose I wouldn't know much after five thousand feet or so! I suppose the heart would give out about that time."

"You see the vital thing is to keep the machine properly balanced in the air. Let one of those bolts break or work loose and your wing would turn up like an umbrella in a hurricane and — why, you'd come down!"

"Yes, there's a sense of the risk and the danger. But, oh, it's fascinating! Why, it makes automobile driving, even at express speed, look ridiculous! You see when I start out to smash a record — as I did Wednesday — I always set a goal — I ascend in circles."

"The earth just sinks away as if I were falling backward from it. I don't have time to consider scenery or sentiment. There's the proper mixing of petrol and gasoline to be regulated. The constant air-changes demand different proportions. How can I tell just what combination is needed? It's intuition, I guess. If I had the wrong one, I'd not be long finding it out."

Stop a moment, reader, and think of tobogganing down a hillside of ether in semi-darkness, with nothing between your present manly — or womanly — form and human hamburger steak but a little spread of thin stuff, stretched taut and held by piano wire, sliding down at a rate of say fifty miles an hour, to be conservative as becomes Philadelphians!

"Don't you ever dream about falling or things of that sort?" I asked.

"No," he answered.

"Will the day of passenger airships come?"

"By all means. But dirigible balloons will never do. You can't manage a gasbag in the wind."

"And how much higher than 10,000 feet will man yet fly?"

"Not much higher, I imagine, with airships of the present size. But larger ones with greater lifting power might do much better."

THE MANILA CARNIVAL.

A PROBLEM.

Now that the Carnival has become a permanent fixture in Manila more thought is being given to perfecting methods for its management, deepening and widening the volume of its influence and reducing the necessary cost of effective operation, says a contemporary.

As is well known, the location of the big festival's grounds on Wallace field has been but a temporary arrangement so far. All of the buildings and constructions erected for the use of the Carnival have been mere temporary affairs intended to serve the transient purpose of the first needs of the enterprise.

There have been several reasons why this has been so. In the first place the Carnival itself for the first two or three years of its existence was a mere experiment. No one could foresee what the outcome would be. Many were pessimistic enough to believe that the first Carnival would be the last one as well. Then, too, the development of the Carnival has not followed exactly the lines it was at first expected to take.

The expositional idea has made more rapid strides than its most enthusiastic backers expected from it. Tinsel and bunting do very well for the housings and the trappings of King Carnival and his jesters, but the serious portion of his retinue requires something more substantial and enduring. Hence the Carnival Association is now facing a very serious problem in the matter of location and equipment for the future.

The temporary structures on Wallace field have about served out their day. Indeed they have been more or less of an eyesore through the two or three years of the Carnival. They will all probably have to be torn down this year and no one who values the beauty of Wallace field will regret it.

The question with which the new Carnival management will have to wrestle is whether the Association shall go on from year to year building these temporary and otherwise unsatisfactory structures at a cost altogether incommensurate with their effectiveness; or whether the Association shall find a permanent location and begin the construction of buildings and equipment that shall not only not be barbarian in their uncouthness but shall also have some degree of permanency to them. It seems to us that if the Carnival is to come into its own and the Islands are to get the most out of it the problem must be solved in a businesslike way, without the loss of more time and energy.

LOCAL AVIATION.

A large number of spectators gathered to-day at Shatin Valley in the expectation of seeing Mr. Van den Born give the first aviation exhibition in Hongkong. Unfortunately the wind proved too high to allow of the aviator flying. It is hoped that the weather conditions to-morrow will be suitable.

SUNDAY SERVICES.

St. John's Cathedral, Hongkong. — 3rd Sunday in Lent. Holy Communion, 8.15 a.m. Matins, 11 a.m.: Responses, Psalms, 11. Benedicite, Ward in D.; Benedictus, Garrett in G.; Anthem, "O taste and see." — Goss. Holy Communion, 11.45 a.m.: Kyrie, Hopkins in A.; Hymns, 263, 528 (Tune 259). Preacher, — Rev. Maurice Ponsbury, M.A. Evensong, 5.45 p.m.: Responses, Psalms, 11. Benedicite, Hopkins (5th evening); Nunc Dimittis, Folton; Hymns, 90 22 and 252.

Union Church, Kennedy Road. — Minister, Rev. C. H. Hickling. Public Worship, 11 a.m. and 6 p.m.

St. Andrew's Church, Nathan Road, Kowloon. — 3rd Sunday in Lent. Morning Service, at 11 a.m., Holy Communion, at noon. Sunday School, at 2.30 p.m. in British School. Evening Service, at 8 p.m. Services on Sundays are: — Holy Communion on 1st, 2nd and 4th Sundays, at 8 a.m.; Holy Communion on 1st, 3rd and 5th Sundays at 11 a.m. Morning Prayer, at 11 a.m. Evening Prayer, at 6 p.m.

Peik Church. — Holy Communion, at 8 a.m. Wesleyan Methodist Church, Wanchai. — Service Morning, 10.15. Service Evening 6.

BILLIARDS.

Mr. Alce Taylor, the professional billiard player, visited the Y.M.C. Association rooms on Tuesday, and played a game with Mr. Fowler. Mr. Taylor was to score 400 to Mr. Fowler's 200. Mr. Taylor was not up to his usual form, while Mr. Fowler played a splendid game throughout. He won easily, scoring his 200 before Mr. Taylor reached the 250 mark. After the match, Mr. Taylor gave an exhibition of fancy shots.

Two other games were played last night at the Soldiers Club between the R.E. "A" team and the K.O.Y.L.L. Both resulted in wins for the former team.

R.E. "A" TEAM.

Capt. Addison..... 250
Lieut. Aston..... 250
K.O.Y.L.L.
Bandmann Sporgehalter 174
Private Harris..... 186
Captain Addison was in good form, and made a break of 33.

LOG BOOK.

The "China Critic" of the 4th instant writes: — The bund is being filled up with hundreds of tons of exports awaiting the arrival of the first steamers to reach the bund.

Mr. Vaughan Williams. — English folk-song has long been the ugly duckling of the folk-song family.

Shoriff Guy. — The Scotsman's great motto is "Get what you want, and don't give yourself away."

SUPREME COURT.

A SHEEP DISPUTE.

PARTNERSHIP ISSUE IN THE SUMMARY COURT.

Before Mr. Justice F. A. Hazeland, Acting Puisne Judge, in the Court of Summary Jurisdiction this morning, the Nam Ki firm, of No. 12, Western Street, sheep importers, sued Tam Wai Shum, Mak Chung and Mak Yuet Kwai, trading as the Wing Hop firm, to recover the sum of \$441.78, being amount due for sheep sold and delivered. On the writ of summons issued against the defendants, the first two defendants were described as butchers and the third defendant as a spinster who was a stall-holder in the Central Market. The plaintiff also claimed costs of action.

Mr. J. H. Gardiner appeared for the plaintiff and Mr. P. W. Goldring, of Messrs. Goldring, Barlow and Morrell, represented the second and the third defendants.

The case, which had come on before the Court before, was reduced to an issue as to whether the second and third defendants were partners.

Mr. Goldring asked his Lordship for permission to adjourn at twelve o'clock, as it was impossible to dispose of the case that day and he would be very busy for the rest of the day.

His Lordship: — Oh, yes, certainly. (To Mr. Gardiner) — What are the facts of the case?

Mr. Gardiner stated that the facts in brief were that in December, 1909, the plaintiff supplied sheep to stall No. 4, Central Market. The place was a beef-stall before but subsequently the Wing Hop sign was put up and mutton only was dealt in. Plaintiff supplied sheep on various dates and the actual amount of the balance due was some \$488. The plaintiff recognised all the three defendants as partners. Two of the defendants were mother and son.

The second and third defendants were registered as licensees but the first defendant's name did not appear on the registry at all. The second and third defendants were seen sitting in the stall. Credit had been given to the licensees, as the plaintiff had known them for a good number of years and trusted them, and also the first defendant. They subsequently obtained judgment against the Wing Hop.

His Lordship: — I don't want you to disclose your brief, Mr. Goldring but I would like to be given some explanation, otherwise I'm afraid I'll be in the dark about the matter.

Mr. Goldring: — I'll be very pleased to give it to your Lordship. The position is simply this. We were selling on commission for the Wing Hop.

His Lordship: — Is the Wing Hop the defendant?

Mr. Goldring: — Yes.

His Lordship: — Somebody else was the Wing Hop?

Mr. Goldring: — Yes.

His Lordship: — You were simply selling on commission?

Mr. Goldring: — Yes.

Evidence was then led and the case was adjourned.

Prof. Reilly. — Ultimately all works of art must live or not, by their appeal to the imagination.

Bishop of London. — If the Church is not going to equalise the conditions between the rich and the poor what is the good of the Church?

Today's Advertisements.

PARTICULARS and CONDITIONS of the Letting by Public Auction Sale, to be held on MONDAY, the 27th day of March, 1911, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Kennedy Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

Reg. No.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Best Price.
100	100	100	100	100
101	101	101	101	101
102	102	102	102	102
103	103	103	103	103
104	104	104	104	104
105	105	105	105	105
106	106	106	106	106
107	107	107	107	107
108	108	108	108	108
109	109	109	109	109
110	110	110	110	110

Hongkong, 18th Mar., 1911. [975]

AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.

S.S. "AFGHAN PRINCE," FROM NEW YORK.

CONSIGNEES of Cargo by the above named vessel are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

All broken, chafed, and damaged goods are to be left in the godowns, where they will be examined on the 24th March, at 2.30 p.m.

No claims will be admitted after the Goods have left the Godown and all Goods remaining undelivered after the 24th March will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th March, or they will not be recognized.

No Fire Insurance has been effected. ARNHOLD KARBURG & Co., Agents.

Hongkong, 18th Mar., 1911. [976]

"VICTORIA" SKATING RINK.

On account of the ILLNESS of

Mr. P. MADARIAGA

The Race on Sunday is cancelled.

Hongkong, 18th Mar., 1911. [980]

CAPSTAN MIXTURE

MEDIUM

&

FULL.



In 1/4 lb.

Air Tight

Tins.

W. D. & H. O. WILLS.

IMPORTANT NOTICE.

We beg to notify our customers and the public generally that the duties on Liquors have been advanced to the following rates: —

	per gallon or per 1 doz. Quarts.
Brandy and Liqueurs.....	\$4.20 " \$8.40
Whisky and Gin	3.00 " 6.00
Rum and other spirits	1.50 " 3.00
Champagne and other Sparkling Wines	3.00 " 6.00
Port, Sherry and Madeira ..	2.40 " 4.80
Still wine in bottle.....	1.50 " 3.00
"	1.20 " 2.40

We regret to have to inform our customers that in consequence of the Government's action, we have been reluctantly compelled to advance our prices in accordance with the above scale.

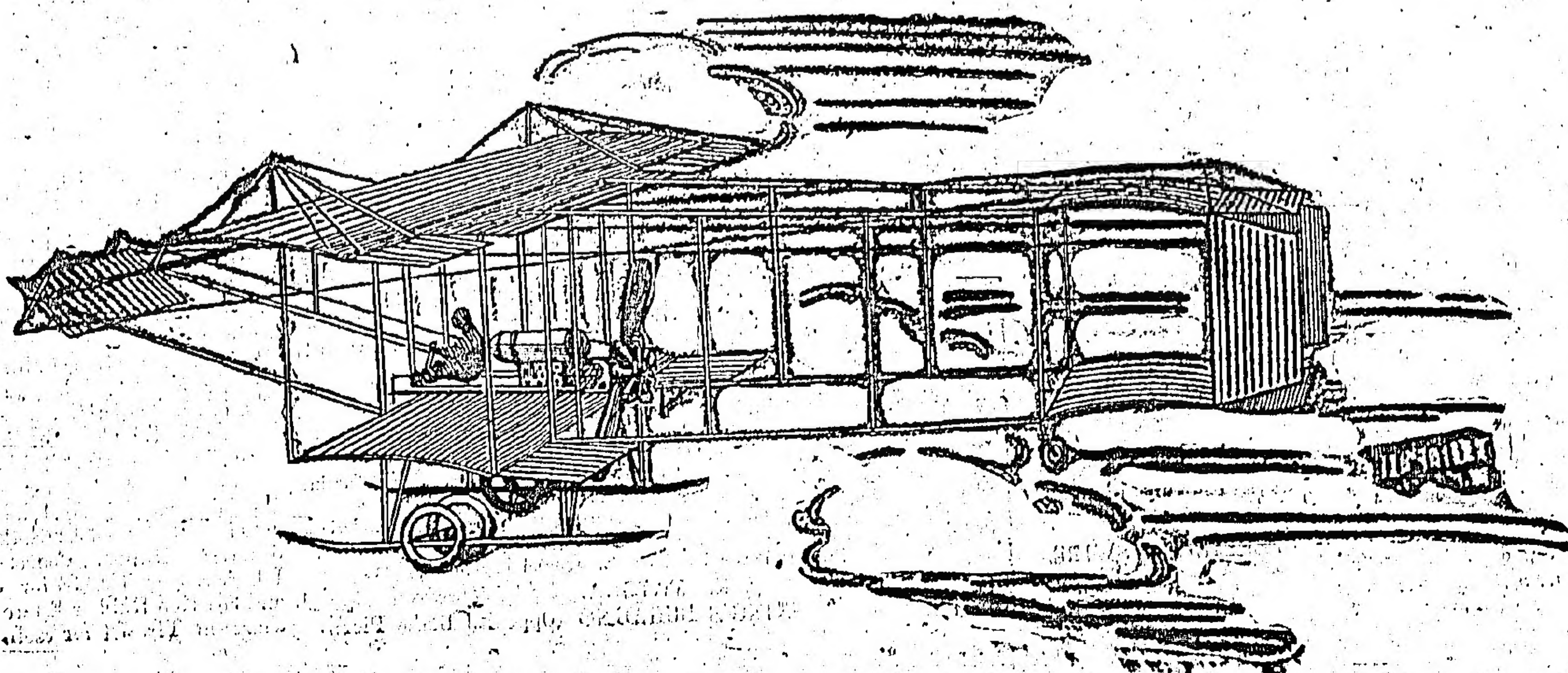
OUR NEW PRICE LIST WILL BE ISSUED ON APRIL 1st next.

H. PRICE & CO., LTD.,

12, Queen's Road Central, Hongkong,

and 63, Haiphong Road, Kowloon.

Hongkong, 18th March, 1911.



Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S
Royal Mail Steamship Line.
"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.
The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c.
(Subject to alteration.)

Connecting with Royal Mail Atlantic Steamers.

From Hongkong	From St. John.
"EMPRESS OF CHINA" Saturday, April 8th.	"EMPRESS OF IRELAND" Friday, May 5th.
"MONTEAGLE" Tuesday, April 18th.	
"EMPRESS OF INDIA" Saturday, April 22nd.	"ALLAN LINE" Friday, May 26th.
"EMPRESS OF JAPAN" Saturday, May 20th.	"EMPRESS OF BRITAIN" Friday, June 2nd.
"EMPRESS OF CHINA" Saturday, June 10th.	"ALLAN LINE" Friday, July 7th.
"MONTEAGLE" Wednesday, June 28th.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 11,500 tons, Speed 20 Knts, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States, and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line) £71.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officers posted in Asia, and to European Officials in the service of the Governments of China and Japan, and their families.

Particulars of application from Agents.

Through Passengers are allowed stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "Orie Class" of Saloon Passengers (equal Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line) £71.10/-

For further information, Map, Guide Books, Rates of Passage and Freight, apply to—
D. W. GRADDOCK, General Traffic Agent,
Corner Piddar Street and Praya (Opposite Blake Pier).

INDO-CHINA STEAM
NAVIGATION CO., LTD.

(PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI	WINGSANG	Sunday, 19th Mar., 11 light.
SHANGHAI & SWATOW & HOYANG	WINGSANG	Sunday, 19th Mar., 11 light.
SHANGHAI, Kobe & Moulouk	WINGSANG	Tuesday, 21st Mar., 11 light.
TIENSIN & WEIHAIWEI & CHEONG	WINGSANG	Tuesday, 21st Mar., Noon.
SINGAPORE, PENANG	WINGSANG	Wednesday, 22nd Mar., Noon.
AND CALCUTTA	WINGSANG	Wednesday, 22nd Mar., Noon.

RETURN TOURS TO JAPAN, (Occupying 24 days).

The steamers "Katsang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to JAYDINE MATHEWSON & CO., LD.
Telephone No. 215.
Hongkong, 18th March, 1911.

BANK LINE, LTD.

PROPOSED SAILINGS FROM HONGKONG FOR
VANCOUVER and SEATTLE via
SHANGHAI and JAPANESE PORTS.

Steamer	To	Captain	On or about
"STRATHMORE"	Shanghai	Lamont	13th April
"SUVERIO"	Shanghai	F. S. Cowley	4th May

To be followed by other steamers of the Company at regular intervals.

The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, Central and South America. Will call at Amoy and Keelung if sufficient inducement offers.

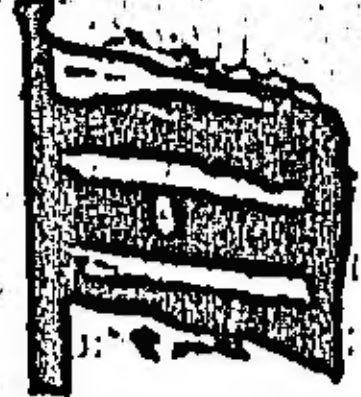
The Steamers of the Line are of the most modern type, have excellent accommodation for stowage passengers and a fine accommodation for Cabin passengers; they are fitted throughout with Electric Light, the "Lucifer" and "Orion" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Ports.

For Rates of Freight or Passage apply to—
THE BANK LINE, LIMITED,
KING'S BUILDING, Praya Central.
Telephone No. 783.
Hongkong, 17th March, 1911.

Shipping—Steamers

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROTECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION

DESTINATIONS.	STEAMERS.	SAILING DATES, 1911
MARSHALLS, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	KANAGAWA MARU, Capt. C. H. Butler, T. 7,000 HIRANO MARU, Capt. H. Fraser, Tons 9,000 TANGO MARU, Capt. K. Kawara, Tons 8,000	THURSDAY, 23rd March. WEDNESDAY, 29th Mar., at Daylight. WEDNESDAY, 12th April, at Daylight.

VICTORIA, B.C. & SEATTLE	KAMAKURA MARU, Capt. B. Kon, Tons 7,000	SATURDAY, 25th Mar., for KOBE
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VICTORIA, B.C. & SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA & YOKOHAMA	INABA MARU, Capt. Tominaga, Tons 7,000 TAMBA MARU, Capt. K. Noh, Tons 7,000	TUESDAY, 28th Mar., at Noon. TUESDAY, 25th April, at Noon.
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SYDNEY & MELBOURNE via MANILA, THURSDAY, ISLAND, TOWNSVILLE and BUSHMAN	NIKKO MARU, Capt. M. Yagi, Tons 6,000	FRIDAY, 14th April, at Noon.
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SHANGHAI, MOJI & KOBE	BINGO MARU, Capt. S. J. G. Parsons, Tons 7,000	WEDNESDAY, 29th March.
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NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU, Capt. M. Winckler, Tons 6,000	WEDNESDAY, 12th April, at noon.
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KOBE and YOKOHAMA	AKI MARU, Capt. K. Homma, Tons 7,000	THURSDAY, 30th Mar., at 11 A.M.
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BOMBAY via SINGAPORE and COLOMBO	HAKATA MARU, Capt. A. Moskor, Tons 7,000	TUESDAY, 21st March.
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† Fitted with new system of wireless telegraphy. † Cargo only.
* Carries deck passengers. † Omitting Fouang.

PASSENGER SEASON 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

Steamers.	Tons	Leave Hongkong	RATES OF PASSAGE
Hirano Maru	9,000	29th March	To London, per New Steamer
Tango	9,000	12th April	1st class Single... £60
Kano	9,000	26th "	2nd class Single... 35
Aki	7,000	10th May	Old Steamer Single... 50
Mishima	9,000	24th "	2nd class Single... 34
			Return 40

Steamers.	Tons	Leave Hongkong	RATES OF PASSAGE
Inaba	7,000	23th March	To Pacific Coast Common Points
Tamba	7,000	25th April	1st class Single... £30
Awa	7,000	23rd May	To London via New York
			1st class Single... £60
			via St. Lawrence
			1st class Single... £50

With option of rail between calling ports in Japan.
Connecting with the Great Northern and Northern Pacific Railways and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to freight, Passage Sailing, &c., apply to
T. KUSUMOTO,
Manager.

CHINA NAVIGATION
CO. LTD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS.	To Sail.
SHANGHAI	"CHENAN"	18th Mar., 4 P.M.
WEIHAIWEI & TIENTSIN	"KUBICHOV"	20th " 4 P.M.
AMOI & SHANGHAI	"WUHU"	21st " 4 P.M.
MANILA, Cebu & ILOILO	"TEAN"	21st " 4 P.M.
HAIPHONG	"SINGAN"	22nd " Noon.
SHANGHAI	"LINAN"	23rd " 4 P.M.
SHANGHAI	"CHINHUA"	23rd " 4 P.M.
MANILA, Cebu & ILOILO	"KAIFONG"	23rd " 4 P.M.
MANILA, ZAMBOANGA & AUSTRALIAN PORTS	"TAIWAN"	10th April, 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A Duty qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining Saloon.

SHANGHAI LINE.
FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chenan, Linan, Chinkwa) with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Wusung.

Fares:—£45 single, \$80 return.
For Freight or Passage apply to
BUTTERFIELD & SWIRE.
Telephone No. 15.
Hongkong, 17th March, 1911.

Shipping—Steamers

HONGKONG—
PHILIPPINES.PHILIPPINES
STEAMSHIP CO.

Steamship.	Tons.	Captain.	For	Sailing Date.
ZAFIRO	4000	M. C. Smith	MANILA, CEBU & ILOILO	MONDAY, 20th Mar., 4 P.M.
RUBI	4000	S. Crosby	MANILA, CEBU & ILOILO	THURSDAY, 30th Mar., 4 P.M.

For Freight or Passage apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 14th March, 1911.

[14]

HAMBURG-AMERIKA LINE

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts Gesellschaft "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES

Marseilles, Havre, Antwerp, Rotterdam, Bremen, Hamburg and New York.

Taking cargo at Through rates to all European Northern Continental Ports, London, Liverpool, Glasgow, etc., Trieste, Naples, Genoa, Ports in the Levant, Black Sea, Baltic, American and African Ports.

Next Sailings from Hongkong:

OUTWARD.	HOMEWARD.
For Shanghai, Kobe & Yokohama:	For Marseilles, Havre & Hamburg:
Senegambia.....24th March	S.S. Silesia.....18th March
Suevia.....7th April	For Havre, Rotterdam & Hamburg:
Bayern.....20th April	S.S. Sambi.....20th March
Freiburg.....8th May	For Bremen, Hamburg & Antwerp:
Scandia.....18th May	S.S. Ambria.....23rd March
Slavonia.....4th June	For Havre, Rotterdam & Hamburg:
	S.S. Preussen.....30th March

For Further Particulars, apply to—

Hamburg-Amerika Linie,
Hongkong Office.

Hongkong, 15th March, 1911.

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TOYO KISEN
KAISHA

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINE.

SAN FRANCISCO LINE.

CONNECTING with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines for Europe.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

Steamer	Tons	Captain	Date of Sailing.
Chiyo Maru	21,000	W. W. Green	Friday, April 14, 1 P.M.
America Maru	11,000	A. G. Stevens	Friday, May 5, 1 P.M.
Tenyo Maru	21,000	G. Bent	Friday, May 12, 1 P.M.
Nippon Maru	11,000	H. S. Smith	Friday, June 2, 1 P.M.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

THE Triple Screw Steamer "CHIYO MARU" will be dispatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, and HONOLULU, on FRIDAY, the 14th April, at 1 P.M.

SOUTH AMERICAN LINE.

(In connection with NATIONAL RAILWAY of Mexico at MANZANILLO.)
Only Regular Direct Service to Mexican, Peruvian and Chilean Ports.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

Steamer	Tons	Captain	Date of Sailing.
Buyo Maru	10,500	K. Hashimoto	Wednesday, April 19, 1 P.M.
Hongkong Maru	11,000	H. Hinojosa	Saturday, June 17, 1 P.M.
Kiyo Maru	17,200	H. Nishi	Tuesday, Aug. 15, 1 P.M.

THE Steamer "BUYO MARU" will be dispatched for MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE, VALPARAISO and CORONEL on WEDNESDAY, 19th April, at 1 P.M.

FARES FROM HONGKONG.
TO SAN FRANCISCO £ 45-0-0, Single
" NEW YORK £ 60-0-0, "
" LONDON £ 71-10-0, "
" SALINA CRUZ or MANZANILLO £ 120-0-0, Return 6 Months
" VALPARAISO £ 125-0-0, " 21
" YEN £ 570-00, Single

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense—

TO EUROPEAN PORTS:—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN and UNITED STATES PORTS:—Commissioned Officers of the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call.

TO ALL PORTS:—Missionaries and their families.
(These concessions apply to San Francisco Line Only.)

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and Triple Screw. Record Speed 21 1/2 knots.
Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, Local Manager.
KING'S BUILDING (Opposite Blake Pier).

SLUMP IN HARBIN
—TRADE—

GENERAL COMMERCIAL
SITUATION IN
MANCHURIA.

In consequence of the plague, trade of every kind at Harbin is now at an unprecedented standstill, says the "Pravda." All shops, restaurants, hotels, theatres and other public establishments are empty. People are rarely seen even in the main streets, and the town looks gloomy and almost deserted. If these conditions continue for another month all business will cease. There is a rumour afloat to the effect that many merchants have delayed payment, in consequence of which the banks have refused to do business and have become extremely cautious in lending money.

The export business, thanks to the good harvest of last year, promised at first to be very prosperous, surpassing that of the previous year, but now under the present conditions it has proved to be very dull and unpromising.

In spite of the fact that the demand for Manchurian beans is strong in the foreign markets and is even growing in London, no transactions have taken place between local firms and foreign exporters; the latter, it is said, having received orders to stop all export business until the present condition is overcome—that is when the plague ceases to exist in Manchuria.

Some foreign firms have even recalled their representatives from Manchuria, while others have decided to transfer their business to other points in the Far East, which are not threatened by the plague. Besides the heavy decrease in the export trade, there is a great falling off in local trade, because the importation of products from the provinces to Harbin ceased about one month ago, and it is uncertain when the trade will be restored, as the plague is still spreading.

Even the most enterprising Chinese have abandoned their transportation business and many of them are fleeing from the town, leaving all the belongings behind and journeying southwards to districts which are not yet infected. In consequence of the absence of imports from the provinces in Harbin the necessities of life have risen extremely in price, and living has become very expensive. The more optimistic exporters are not losing hope, being of the opinion that after the plague ceases, they can make up for lost time, as the surplus of beans must find a market in Europe, where in some places the demand for them is growing. In South Manchuria, thanks to the decrease in the export of beans, many new bean oil manufacturing factories are being built. In Dairen and its environs the Japanese have lately built about 30 oil factories and it is stated that some foreign firms in South Manchuria are also proposing to open oil mills.

COMMERCIAL.

SHANGHAI SHARES.

The quotations from the Stock Exchange on the 13th were:—H. & S. Banking Corporation, Ltd. shares at \$307 1/2 ex. 73 for cash; Shanghai Mutual Telephone Co., Ltd. shares at Tls. 04 1/2 for cash; Shanghai and Hongkong Wharf Co., Ltd. shares at Tls. 95 ex. div. for cash; Matsushita, etc. in Langkat shares at Tls. 115 for March; Consolidated Rubber Estates, Ltd. shares at Tls. 4 1/2 for cash; Anglo-Java Estate, Ltd. shares at Tls. 7 for cash; Talang Rubber Estate, Ltd. shares at Tls. 24 for cash; Gula Kelumpang Rubber Estates, Ltd. shares at Tls. 14 1/2 for cash; Karan Rubber Estate Co., Ltd. shares at Tls. 74 for cash; Kamunting Rubber Co. shares at Tls. 74 for cash; Dominion Rubber Co., Ltd. shares at Tls. 30 for cash; Siak Indrapoera Rubber Concessions, Ltd. shares at Tls. 34 for cash; and See Koo Rubber Estate, Ltd. shares at Tls. 7 1/2 for cash.

CANTON NEWS.

[This "Telegraph" Correspondent.]
Canton, March 16.

Yesterday H.E. the Canton Viceroy presided over a meeting at the self-government investigation society, in connection with giving publicity to the matter of reorganization through the suppression of gambling.

The meeting was largely attended by the local gentry and members of other societies. Li Yuk Tong and others represented a small section of the Chinese commercial community of Hongkong. Mr. Tang, a retired governor, asked His Excellency, the Viceroy, to address the gathering. His Excellency spoke rather long and remarked that the responsibility for the suppression of gambling was equally shared by the government, the officials, and the people in general. It so happened that His Excellency had the fortune to rule Canton, and he took up this responsibility cheerfully. He assured those present that the date would not be postponed for the suppression of gambling, i.e. the 1st day of the 3rd moon. There were two projects in the matter of reorganization, one was to promote native industries as a means of helping the gamblers to find employment, and the other was to promote education generally as a means of wiping out the gambling habit.

At the conclusion of the Viceroy's speech, His Excellency was loudly applauded.

So Ping Su, the insolvent gambling monopolist, has so far failed to pay up the arrears of revenue due to the Provincial Government. His Excellency the Canton Viceroy has instructed the Provincial Treasurer and the Tsoi for the Promotion of Industries, to order the Canton Prefect to have the gambling monopolist transferred from his custody to the Nam Hoi Prison, and instruct the prisoner to settle his liabilities to the Provincial Government in a time specified.

On the 9th moon last year, H. E. Admiral Li Chun handed two prisoners over to the Nam Hoi Magistracy. A strange coincidence was that both of them bore the same surnames and the same names. One was a native of Shanghai, and the other of Nam Hoi. The Shanghai man was sentenced to be deported to his native country, while the Nam Hoi man's punishment was one year's imprisonment. By mistake the Cantonese was sent to Shanghai, and the native of the northern settlement was imprisoned. Ten days afterwards, the mistake was discovered, and a telegram was despatched to Shanghai to "have the man freed, but it was too late! The officials then wrote up to the authorities at Shanghai for the apprehension of the escaped prisoner. News has just reached here that the fugitive has been arrested, and is being sent back to Canton. On the arrival of the prisoner, the unfortunate man in the prison will be released.

HOCKEY.

A PURELY AMATEUR SPORT.

The council of the Hockey Association has unanimously passed the following resolution: "That this meeting of the council of the Hockey Association, having most carefully considered the whole question, is of the same opinion as were the founders of modern hockey twenty-seven years ago, namely:—

1. That the game shall be retained in England in its present form as a pure amateur sport, played as a game of skill for the sake of the game.
2. That it is essential that the fundamental principle of the Hockey Association be maintained, and that every sort of prize or cup competition or league be forbidden.
3. That so long as the game is played for the sake of the game and all commercial considerations are placed on one side, there is no need for any encouragement such as that given by prizes and cups.
4. That a very large majority of, if not all, their affiliated clubs are strongly of this opinion, and will stand loyally by the council in supporting their amateur game on these lines.

Public Companies

GREEN ISLAND CEMENT COMPANY, LIMITED.

THE TWENTY-SECOND ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held in the Office of the General Managers, St. George's Building, Victoria, Hongkong, on SATURDAY, the 25th day of March, 1911, at 11.30 o'clock A.M. for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1910, and electing a Consulting Committee and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 20th March, 1911, until SATURDAY, the 25th day of March, 1911, both days inclusive.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 16th Mar., 1911. [970]

THE CHINA-BORNEO COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTH ORDINARY YEARLY MEETING of SHAREHOLDERS of the above Company will be held at the Company's Office, St. George's Building, at 12.15 p.m., on TUESDAY, the 23rd March, 1911, to receive a Statement of Accounts to the 31st December, 1910, and the Report of the General Manager and Consulting Committee and to elect a Consulting Committee and Auditor.

THE TRANSFER BOOKS of the Company will be CLOSED from the 14th March to the 28th March, both days inclusive.

THE CHINA-BORNEO CO. LTD. W. G. DARBY, General Manager.

Hongkong, 9th Mar., 1911. [962]

To Let.

"NORMAN COTTAGE" West 4-Roomed House. Recently renovated. Electric Light. Detached Servants Quarters.

Apply to—
PERCY SMITH, SETH & FLEMING,
5, Queen's Road Central.
Hongkong, 17th Mar., 1911. [918]

To Let.

NO. 2, SEYMOUR TERRACE from 1st May. Electric Light. Apply to—
D. HASKELL,
No. 4, 1st House Street.
Hongkong, 14th Mar., 1911. [933]

To Let.

OFFICES in King's Buildings, 4th Floor.
AN OFFICE on 1st Floor, 10, Des Voeux Road Central.
GODOWNS, 151 to 155, PRINCE STREET.
A HOUSE IN WONG-MEE-CHONG ROAD.
SEMI-EUROPEAN FLATS East corner of Observation Place. The Trams stop at the door.
Also NEW EUROPEAN FLATS adjoining the new Seaman's Institute, Praya East.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LIMITED.
Hongkong, 15th Mar., 1911. [159]

To Let.

FLATS in Nathan Road, Kowloon. FOUR-ROOMED HOUSES newly painted and colour-washed throughout. Cheap Rent.
NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate possession. Cheap Rental.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., Ltd.
Hongkong, 15th Mar., 1911. [968]

To Let.

"LEWKNOR" No. 116, PLANTATION ROAD, Peak, from April 15th next.
Apply to—
M. W. SLADE,
Prince's Buildings.
Hongkong, 25th Jan., 1911. [841]

To Let.

GODOWN—No. 64, DUNDRELL STREET.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY COMPANY LIMITED.
Hongkong 1st Mar., 1911. [61]

To Let.

A SMALL STORE next door to No. 28, Corner of D'AVANIL STREET, from To-day.
Apply to—
YEN YEE & CO.,
Hair Dressing Saloon.
Hongkong, 7th Mar., 1911. [949]

Entertainment

THE BIJOU SCENIC THEATRE.

(FLOWER STREET.)

Miss May Maxwell BALLADIST
Miss Grace Vyeene SERIO and DANCER
Miss Vera Ferrace COMEDienne
Mr. Bob Stephenson HUMORIST

THE BIOMARA.

Hongkong, 9th March, 1911.

[737]

Intimations.

REASONS WHY

YOU SHOULD SEE US FOR YOUR OPTICAL NEEDS.

Our Experience extends over a period of fifteen years of successful business.

We Spare No Expense in equipping our offices with the latest and best appliances for measuring eye defects and turning out perfect lenses.

You Owe It to Your Eyes to visit the place that is prepared and equipped to do the best grade of work. Our optical parlours are the best in South China.

Lenses are Ground and Polished on the premises. Call and see our machinery in operation.

Philippine
Offices
76, Escolta,
MANILA.

CLARK & CO.
SCIENTIFIC OPTICIANS
HOTEL MANSIONS HONGKONG

WEISMANN, LIMITED.

BAKERS

CONFECTIONERS

CATERERS

RESTAURANTEURS

14, Des Voeux Road Central.

Hongkong, 6th March, 1911.

[497]

MAN CHEONG,
1D, WELLINGTON STREET CENTRAL,
HONGKONG.

SWATOW DRAWING WORK.
Gentlemen and Ladies
TAILORS & OUTFITTERS.
Embroidery, Pongee Silk, Glass Cloth
"Canton Silk and Lace, &c., &c."
Hongkong, 23rd January, 1911. 839

THE BRITISH FOREIGN
IMPORT & EXPORT COMPANY,
Central Buildings, Liverpool,
England, is prepared to receive Consignments of Local Produce on best terms.

JUST UNPACKED

A New Consignment of

ARTIFICIAL WREATHS

in

PATENT DOME CASES.

Simple, Strong, and Effective.

ALL SIZES—MODERATE PRICES.

C. E. Warren & Co.

30 & 32, Des Voeux Road,
Central.

Hongkong, 4th Mar., 1911.

[874]

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS,
FORGEWELDS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships,
Engines, Boilers, Railway Rolling Stock, Bridges, and all
Classes of Engineering, Iron and Wood Work
Electrical Drives, Hydraulic & Pneumatic Tools,
installed throughout the Works.

50-ton Hydraulic TESTING MACHINE
for Chains, Wire Ropes, Rivets
and Metal Specimens.

THREE PATENT SLIPWAYS
taking vessels up to 3,000 tons
displacement, providing conditions for
painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—
ELECTRIC OVERHEAD CRANES THROUGHOUT
THE SHOPS RANGING UP TO 100 TONS.
Estimates given for Docking; Repairs to Hull and Machinery,
Constructional Work.

MANAGERS AND AGENTS:

BUTTERFIELD & SWIRE,
HONGKONG, CHINA & JAPAN.

Entertainment

"THE EMPIRE"
CINEMA TOGRAPH THEATRE.

Des Voeux Road Central.
(Opposite the Central Market).

From FRIDAY, 17th Mar., 1911,
and
For a Few Nights only.

Also at
MATINEES on SATURDAY 18th
and SUNDAY 19th.
The Grand Dramatic Fantasia Film,
2,000 Feet long.
One of the Best Coloured Productions
of Pathé's Cinematograph
"FAUST."

THE DONNELLYS
A Big Novelty and The Champion
Dancers.
Come and admire the Marvellous
Dancer, The Queen of the
Infantile Artists,
KITTY DONNELLY.

Denis Carney, Comedian.
Hongkong, 16th Mar., 1911. [852]

"VICTORIA" SKATING RINK.

SUNDAY,

19th March, 1911, at 10 p.m.

One Mile Handicap Race

between

"TWO STEP" BENSON of

Cooney Island (N.Y.) and

P. MADARIAGA.

A Prize will be presented by the Com-

pany to the Winner.

Hongkong, 16th Mar., 1911. [890]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN, TOMES & CO.

General Managers.

Hongkong, 16th Aug., 1910. [84]

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

OIGARS, CIGARETTES AND

TOILET REQUISITES

FOR SALE.

13, D'AVANIL STREET, HONGKONG.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.

司公隆廣李

CABINET-MAKERS AND ART

DECORATORS,

from Shanghai, has re-opened the

FURNITURE STORE

at

No. 59, Des Voeux Road Central.

The only Shop in Hongkong with

this name.

WHERE HIGH-CLASS

FURNITURE of every de-

scription can be made to order in any

design required.

Have been patronised by the

Hongkong Club, Hongkong Hotel,

Telegraph Co., Messrs. A. S. Watson &

Co., Firms and other leading

Establishments in the Colony; to whom

reference can be made as to the

Superior Workmanship and Materials

of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd.

write as follows:—

"We have pleasure in stating that

Mr. LI KWONG LOONG

furnished the Annex to our

Dispensary and gave us every

satisfaction."

(Sd.) A. S. Watson & Co.

13th May, 1891.

ORDERS punctually attended to

and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 8th August, 1908.

Shipping-Steamers.

DOUGLAS STEAMSHIP CO. LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHEW AND RETURN.

(Occupying 9 to 10 days.)

STEAMSHIP. CAPTAIN. LEAVING.

Haitan... Capt. A. E. Hodgins... TUESDAY, 21st March, at 11 A.M.

FOR SWATOW AND RETURN. (Occupying 3 Days.)

Haimun... Capt. A. H. Stewart... SUNDAY, 19th Mar., at 10 A.M.

Steamers will arrive at, and depart from the Company's Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas, Laprak & Co.,

General Managers.

957]

THE EASTERN & AUSTRALIAN STEAMSHIP CO. LIMITED.

Mail Service to Australia.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION).

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia
Aldenhams	Mar. 24.	April 14th, at Noon.
Empire	April 7.	April 23rd, at Noon.
St. Albans	May 5.	May 27th, at Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars, apply to

Gibb, Livingston & Co.,

Agents.

[967]

JAVA-CHINA-JAPAN LIJN.

Regular fortnightly Service between

Java, China and Japan.

Steamers	From	Expected on or about	Will leave for	Or or about
Tjitaroen	JAVA	Second half March	SHANGHAI	Second half March
Tjililong	AMBOY	Second half March	JAVA	Second half March
Tjilatjap	JAPAN	Second half March	JAVA	Second half March
Tjibodas	JAVA	Second half March	JAPAN	Second half March
Tjimahi	JAPAN	First half April	JAVA	First half April
Tjipanas	JAVA	Second half April	JAVA	Second half April
Tjikini	JAVA	First half April	JAVA	First half April

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of cabin passengers, and will take cargo to all Ports in Netherlands-India on through B/I.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN,

York Buildings.

Telephone No. 375— [974]

EASTERN and AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY & MELBOURNE.

(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"ALDENHAM,"

Captain Pilcher, will be despatched

as above on WEDNESDAY, the 6th

April, at Noon.

This well-known Steamer is specially

fitted for Passengers, and has a Re-

frigerating Chamber which ensures the

supply of Fresh Provisions, Ice, &c.,

throughout the voyage.

The Steamer is installed throughout

with the Electric Light.

A Stewardess and a duly qualified

Surgeon are carried.

N.B.—To assure the additional com-

fort of passengers the steamers of the

Company have electric fans fitted in

state-rooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 10th Mar., 1911. [854]

Regular Steamship Service

to New York,

via PORT and SUEZ CANAL

(With Liberty to Call at Malabar

Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW

YORK.

S.S. "GHAZEE"....About 7th April.

For Freight and further Information,

apply to

DODWELL & CO., LTD.,

COMMERCIAL.

EXCHANGE.

Selling.	
London—Bank T.T.	1/10 1/16
Do Demand sight	1/10 1/16
Do 4 months	1/10 1/16
France—Bank T.T.	2/26 1/2
Amsterdam—Bank T.T.	1/10 1/16
Genoa—Bank T.T.	1/10 1/16
India—Bank T.T.	1/10 1/16
Shanghai—Bank T.T.	1/10 1/16
Singapore—Bank T.T.	1/10 1/16
Japan—Bank T.T.	1/10 1/16
Yokohama—Bank T.T.	1/10 1/16
4 months sight L.O.	1/10 1/16
6 months sight L.O.	1/10 1/16
30 day sight San Francisco	1/10 1/16
4 months sight L.O.	1/10 1/16
London—Bank T.T.	1/10 1/16
Do Demand sight	1/10 1/16
Do 4 months	1/10 1/16
France—Bank T.T.	2/26 1/2
Amsterdam—Bank T.T.	1/10 1/16
Genoa—Bank T.T.	1/10 1/16
India—Bank T.T.	1/10 1/16
Shanghai—Bank T.T.	1/10 1/16
Singapore—Bank T.T.	1/10 1/16
Japan—Bank T.T.	1/10 1/16
Yokohama—Bank T.T.	1/10 1/16
4 months sight L.O.	1/10 1/16
6 months sight L.O.	1/10 1/16
30 day sight San Francisco	1/10 1/16
4 months sight L.O.	1/10 1/16

SHIPPING NEWS.

ARRIVALS.

Shimada Maru, Jap. s.s., 2,450 T. Okuma, 17th Mar.—Mitsui.

Hongkong, Br. s.s., 1,355 T. S. Wilder, 17th Mar.—Wah and Chin.

Tilgaj, Dutch s.s., 4,000 T. A. W. L. Rony, 17th Mar.—Mojito 10th Mar. Gen. and Cal.—J. C. J. L.

Alghin Prince, Br. s.s., 1,185 T. E. Thomas, 17th Mar.—New York 20th Jan. Gen.—A. K. & Co.

Pharos, Ger. s.s., 1,021 T. Fr. Van Houselst, 18th Mar.—Bangkok 11th Mar. Rice.—B. & S.

Yamato, Br. s.s., 1,240 T. G. W. Eddy, 18th Mar.—Saigon 13th Mar. Gen.—B. & S.

Haiman, Br. s.s., 641 T. H. Stewart, 18th Mar.—Swatow 17th Mar. Gen.—D. L. & Co.

Genoa, Br. s.s., 1,550 T. W. Lloyd Jones, 18th Mar.—Canton 17th Mar. Gen.—B. & S.

Chay Seng, Br. s.s., 1,121 T. Combe, 18th Mar.—Canton 15th Mar. Gen.—M. & A.

Shimada Maru, Jap. s.s., 2,450 T. N. Sata, 18th Mar.—Mojito 10th Mar. Gen.—A. & Co.

DEPARTURES.

Mar. 18.

Macaron, for Singapore.

Yee Koon, for Amoy.

Hongkong, for Hongkong.

Kwangtai, for Canton.

Tingyang, for Canton.

Alghin, for Shanghai.

Childar, for Swatow.

Shinkoku Maru, for Saigon.

Anghin, for Swatow.

Loyal, for Kobe.

Sau Iku, for Swatow.

Lightning, for Singapore.

Hopson, for Singapore.

Yousang, for Hainan.

Lowther Castle, for Singapore.

Taiwan, for Saigon.

PASSENGERS DEPARTED.

Per Nippon Maru for San Francisco on the 17th March.—Mr. and Mrs. Bartlett, Rev. and Mrs. G. Davin, Miss Fraser, Miss Riley, Mr. Planzer, Master Bartlett, Mr. W. Pontin, Hon. Mrs. G. Koppel, Mr. and Mrs. Geo. A. Archer, Mrs. E. Eckhouse, Miss L. E. Archer, Miss J. C. Lathrop, Mrs. A. G. Case, Mr. A. C. Maron, Misses F. A. Clark, Dunn, Draper, Mrs. D. G. Brown, Mr. and Mrs. Geo. Roegner, Miss Wente, Dr. Roche, Mr. A. M. Edelman, Sir A. Edmonstone, Baroness de Bironen, Lady Edmonstone, Count H. Luzow, Mrs. K. H. Palmer, Miss A. E. Padlock, Mr. and Mrs. Kimberley, Messrs. C. A. Weissing, J. Gallagher, H. V. Porter, S. Archer, Miss S. Klaber, Mrs. S. Stern, Miss Ravel, Messrs. O. Meyer, Rolf, Mrs. J. V. Carroll, Miss Macgillan, Mr. J. J. Hoest, Mr. and Mrs. W. Lengerling, Mrs. H. M. Klinger, Mrs. D. McMillan, Dr. Sutcliffe, Messrs. E. Sutcliffe, Kelley, Mr. and Mrs. S. M. Chitani, Mr. and Mrs. Burdick, Messrs. G. H. Mitchell, A. Pinar, Mr. and Mrs. G. C. Bartlett, Mr. and Mrs. E. Chiekaus, Messrs. R. Von Estvold, P. A. C. Mackenzie, Misses G. Carroll, Hensley, L. M. Bartlett, Mrs. L. M. Bartlett, Mrs. H. D. Pruthers, Capt. E. F. Dickens, Mr. E. C. Pomeroy, Mr. H. L. Maiter, Mrs. E. F. Dickens, Mrs. E. C. Pomeroy, Mr. Holland, J. H. Tripp, Mr. H. Kerr, Mrs. Holland and child, Mrs. J. H. Tripp, Mrs. H. Kerr, Commander Palmer, Mr. H. C. Magee, Mr. H. D. Pruthers, Mrs. Palmer, and Miss Kerr.

Per Marnum, for Europe on the 18th March.—Mrs. Nathan, nurse and infant, Mr. Teauw Stat, Dr. Marshall and child, Mrs. Marshall, child and nurse, Mrs. Gradlock and 2 children, Mr. and Mrs. Coutts, Mrs. Coutts's nurse and infant, Mrs. Barkill and family, Miss Stevens, Mr. and Mrs. Fry, Messrs. Mistry, Barkill, Mrs. Mackay, Major Nathan, Mrs. E. Schuler, Mrs. Armstrong and child, Miss Wadman, Mrs. Landale, 2 children and nurse, F. S. Madam, Mrs. MacDonald, Miss MacDonald, Miss Jack, Miss Fortune, Mrs. H. C. Davis, Mr. and Mrs. Sennell, Mrs. Savill Young, Miss Savill Young, Mrs. Beattie and 3 children, Mrs. Beattie, Mr. J. Russell McLaren, Mr. Soper, Mr. Cudicott, Mr. F. C. MacDonald, Mr. Morgan Phillips, Mr. Wadman, Mr. Lloyd, Mr. A. A. Burghoffer, Mr. J. A. B. Jonekhor, Mr. Satchell, Mr. T. H. Van Hunt, Mr. M. A. Joseph, Mr. S. A. Joseph, Dr. Campbell, Mr. J. A. Barton, Miss Kendall, Miss Holm, Mr. and Mrs. Noble, Mr. Hickman, Mr. R. S. Waglin, Mr. Springfield, Mr. Hall, Mr. G. Brown, Rev. and Mrs. H. F. Hihner and child, Lieut. Strover, Messrs. Harris, Taylor, Aiers, Howell, Mrs. Brown, Miss Brown, Miss Cudington, Miss Seagrave, Mrs. Walker, Miss Bowles, Miss Wortham, Miss Wilson, Mrs. R. T. Smuggs and daughter, Mrs. Campbell's maid, Miss Ward, Mrs. Evans, Mrs. Graham, Dr. and Mrs. Churchill, 2 children and infant, 2 Masters Walker, Mrs. J. Harris and child, Miss Clark, Mr. W. Crooks, Mr. Mitchell, Mr. Munu, Capt. St. Hutcheson, Mr. and Mrs. E. E. Williams, Von Archdeacon and Mrs. Barnett, Mr. Bowerman, Misses Walker, A. Walker, Rev. E. T. Smuggs and 2 sons, Mr. J. C. Sheppard, Mrs. Woods, 2 children and infant, Miss West, Mr. and Mrs. T. W. Pollock and 2 infants.

VESSELS IN PORT.

STAMENS.

Antilope, Br. s.s., Stewart, 16th Mar.—Liverpool 4th Feb. and Manila 14th Mar. Gen.—B. & S.

Austria, Aut. s.s., 1,453 T. G. Nalick, 17th Mar.—Trieste and Singapore 11th Mar. Gen.—S. W. & Co.

Bendy, Br. s.s., 4,000 T. F. Walker, 25th Feb.—Tacoma and Honolulu 5th Feb. Lumber Flour and Machinery.—D. & Co.

Bombay Maru, Jap. s.s., 3,193 T. Teraoka, 15th Mar.—Yokohama and Singapore 9th Mar. Gen.—N. Y. K.

Chiyen, Br. s.s., 1,177 T. Jamison, 17th Mar.—Canton 16th Mar. Gen.—O. M. S. N. Co.

Conch, Br. s.s., 1,121 T. G. Scott, 9th Mar.—Balk Papan 2nd Mar. Bulk Oil.—A. P. Co.

Daijin Maru, Jap. s.s., 3,300 T. Yamaoka, 17th Mar.—Yokohama, Amoy and Swatow 10th Mar. Gen.—O. S. K.

POST OFFICE.

Only fully prepaid letters and postcards are transmissible by the Siberian Route to Europe.

MAILS BY SIBERIAN ROUTE.

Quarantine restrictions at Shanghai have now been withdrawn on arrivals from Dairen. Mail Steamers will leave Shanghai for Dairen twice a week, on Tuesdays and Saturdays.

A Mail will close for:

Swatow—Per Haiman, 19th Mar. 9 A.M.

Swatow, Amoy and Tamsui—Per Daijin Maru, 19th Mar. 9 A.M.

Shanghai—Per Waihsing, 20th Mar. 11 A.M.

Amoy and Shanghai—Per Tjitirvorn, 20th Mar. 11 A.M.

Manila, Cebu and Iloilo—Per Zafiro, 20th Mar. 3 P.M.

Shanghai, Kobe and Moji—Per Fooksang, 20th Mar. 5 P.M.

Swatow, Amoy and Fookchow—Per Haiyang, 21st Mar. 10 A.M.

Shanghai, Yokohama and Kobe—Per Austria, 20th Mar. 1 P.M.

Swatow, Wei-hai-wei and Tientsin—Per Kueichow, 20th Mar. 5 P.M.

Amoy and Shanghai—Per Waihu, 21st Mar. 2 P.M.

Manila, Cebu and Iloilo—Per Tean, 21st Mar. 3 P.M.

Nagasaki, Kobe, Yokohama, Victoria and Tacoma—Per Scottland, 21st Mar. 5 P.M.

Singapore, Penang and Calcutta—Per Kutsang, 22nd Mar. 10 A.M.

Hainan—Per Singan, 22nd Mar. 10 A.M.

Europe, India, via Tuticorin—Per Princess Alice, 22nd Mar. 11 A.M.

Shanghai—Per Lin, 23rd Mar. 3 P.M.

Swatow, Amoy and Fookchow—Per Haiman, 24th Mar. 10 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per Siberia, 24th Mar. noon.

Europe, India, via Tuticorin—Per Ernest Simons, 24th Mar. 11 A.M.

Manila, Cebu, Iloilo, Yap, Anguar, Friedrich, Wilhelmshafen, Rabin, Herbersthol, Matupi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle—Per O. Gibbins, 24th Mar. 5 P.M.

SHIPS PASSED THE CANAL.

21st February—Flintshire, Achilles, Benedi, C. Ford Lacis Cathay, Kamo Maru, Larios, Polynesian, Montrose, 24th February—Antenor, Delgravia, Calcedon, Sunda, Palma, Idomeneus, Kintuck, Senda, Schuyll, 28th February—Benvenne, Yunnan, Bintang, Protesilana, 3rd March—Benavolich, Derfingier, Indasmalia, Hicela Maru, Kleist, Persia, Shimosa, Patroclus, Indravelli, Schelen, Villa de la Cloist, 7th March—Aki Maru, Memmo, Slavonia, Suevia, 10th March—Agamemnon, Dioned, Nubia, Monmouthshire, Oceanian, Stentor, 14th March—Benavon, Calcedon, China, Daer Castle, Sicilia, Teenkai, Argelia, 17th March—Jason, Prinz Bittel, Friedrich, Lotinian, Miasak Maru, Prinz Ludwig.

Arrivals at Home—21st February.

Brasili, Kaga Maru, 22nd February—Nile, 24th February—E. F. Ferdinand, Atenta Maru, Balow, 28th—Benedi, Donighisire, 3rd March—Achilles, Onidionien, 7th March—Antenor, Ceylon, Senda, 10th March—Derfingier, Atholl, Hitachi Maru, 14th March—Inverclyde, Persia, Protesilana, 17th March—Dionel, Onidionien.

CHINA COAST METEOROLOGICAL.

March 17th, a.m.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Direction.	Force.	Weather.
Hakodate	6 a.m.	30.82	—	—	—	—	—
Tokei	30.16	—	—	—	—	—	—
Nagasaki	29.80	—	—	—	—	—	—
Chico	30.10	38.10	—	—	—	—	—
Hankow	30.10	38.10	—	—	—	—	—
K'iang	30.10	38.10	—	—	—	—	—
Shanghai	30.10	38.10	—	—	—	—	—
Guangzhou	30.10	38.10	—	—	—	—	—
Swatow	30.10	38.10	—	—	—	—	—
Canton	30.10	38.10	—	—	—	—	—
Hongkong	30.10	38.10	—	—	—	—	—
Amoy	30.10	38.10	—	—	—	—	—
Swatow	30.10	38.10	—	—	—	—	—
Canton	30.10	38.10	—	—	—	—	—
Hongkong	30.10	38.10	—	—	—	—	—
Amoy	30.10	38.10	—	—	—	—	—
Swatow	30.10	38.10	—	—	—	—	—
Canton	30.10	38.10	—	—	—	—	—
Hongkong	30.10	38.10	—	—	—	—	—
Amoy	30.10	38.10	—	—	—	—	—
Swatow	30.10	38.10	—	—	—	—	—
Canton	30.10	38.10	—	—	—	—	—
Hongkong	30.10	38.10	—	—	—	—	—
Amoy	30.10	38.10	—	—	—	—	—
Swatow	30.10	38.10	—	—	—	—	—
Canton	30.10	38.10	—	—	—	—	—
Hongkong	30.10	38.10	—	—	—	—	—
Amoy	30.10	38.10	—	—	—	—	—
Swatow	30.10	38.10	—	—	—	—	—
Canton	30.10	38.10	—	—	—	—	—
Hongkong	30.10	38.10	—	—	—	—	—
Amoy	30.10	38.10	—	—	—	—	—
Swatow	30.10	38.10	—	—	—	—	—
Canton	30.10	38.10	—	—	—	—	—
Hongkong	30.10	38.10	—	—	—	—	—
Amoy	30.10	38.10	—	—	—	—	—
Swatow	30.10	38.10	—	—	—	—	—
Canton	30.10	38.10	—	—	—	—	—
Hongkong	30.10	38.10	—	—	—	—	—
Amoy	30.10	38.10	—	—	—	—	—
Swatow	30.10	38.10	—	—	—	—	—
Canton	30.10	38.10	—	—	—	—	—
Hongkong	30.10	38.10	—	—	—	—	—
Amoy	30.10	38.10	—	—	—	—	—
Swatow	30.10	38.10	—	—	—	—	—
Canton	30.10	38.10	—	—	—	—	—
Hongkong	30.10	38.10	—	—	—	—	—
Amoy	30.10	38.10	—	—	—	—	—
Swatow	30.10	38.10	—	—	—	—	—
Canton	30.10	38.10	—	—	—	—	—
Hongkong	30.10	38.10	—	—	—	—	—
Amoy	30.10	38.10	—	—	—	—	—
Swatow	30.10	38.10	—	—	—	—	—
Canton	30.10	38.10	—	—	—	—	—
Hongkong	30.10	38.10	—	—	—	—	—
Amoy	30.10	38.10	—	—	—	—	—
Swatow	30.10	38.10	—	—	—	—	—
Canton	30.10	38.10	—	—	—	—	—
Hongkong	30.10	38.10	—	—	—	—	—
Amoy	30.10	38.10	—	—	—	—	—
Swatow	30.10	38.10	—	—	—	—	—
Canton	30.10	38.10	—	—	—	—	—
Hongkong	30.10	38.10	—	—	—	—	—
Amoy	30.10	38.10	—	—	—	—	—
Swatow	30.10	38.10	—	—	—	—	—
Canton	30.10	38.10	—	—	—	—	—
Hongkong	30.10	38.10	—	—	—	—	—
Amoy	30.10	38.10	—	—	—	—	—
Swatow	30.10	38.10	—	—	—	—	—
Canton	30.10	38.10	—	—	—	—	—
Hongkong	30.10	38.10	—	—	—	—	—
Amoy	30.10	38.10	—	—	—	—	—
Swatow	30.10	38.10	—	—	—	—	—
Canton	30.10	38.10	—	—	—	—	—
Hongkong	30.10	38.10	—	—	—	—	—
Amoy	30.10	38.10	—	—	—	—	—
Swatow	30.10	38.10	—	—	—	—	—
Canton	30.10	38.10	—	—	—	—	—
Hongkong	30.10	38.10	—	—	—	—	—
Amoy	30.10	38.10	—	—	—	—	—
Swatow	30.10	38.10	—	—	—	—	—
Canton	30.10	38.10	—	—	—	—	—
Hongkong	30.10	38.10	—	—	—	—	—
Amoy	30.10	38.10	—	—	—	—	—
Swatow	30.10	38.10	—	—	—	—	—
Canton	30.10	38.10	—	—	—	—	—
Hongkong	30.10	38.10	—	—	—	—	—
Amoy	30.10	38.10	—	—	—	—	—
Swatow	30.10	38.10	—	—	—	—	—
Canton	30.10	38.10	—	—	—	—	—
Hongkong	30.10	38.10	—	—	—	—	—
Amoy	30.10	38.10	—	—	—	—	—
Swatow	30.10	38.10	—	—	—	—	—
Canton	30.10	38.10	—	—	—	—	—
Hongkong	30.10	38.10	—	—	—	—	—
Amoy	30.10	38.10	—	—	—	—	—
Swatow	30.10	38.10	—	—	—	—	—
Canton	30.10	38.10	—	—	—	—	—
Hongkong	30.10	38.10	—	—	—	—	—
Amoy	30.10	38.10	—	—	—	—	—
Swatow	30.10	38.10	—	—	—	—	—
Canton	30.10	38.10	—	—	—	—	—
Hongkong	30.10	38.10	—	—	—	—	—
Amoy	30.10	38.10	—	—	—	—	—
Swatow	30.10	38.10	—	—	—	—	—
Canton	30.10	38.10	—	—	—	—	—
Hongkong	30.10	38.10	—	—	—	—	—
Amoy	30.10	38.10	—	—	—	—	—
Swatow	30.10	38.10	—	—	—	—	—
Canton	30.10	38.10	—	—	—	—	—
Hongkong	30.10	38.10	—	—	—	—	—
Amoy	30.10	38.10	—	—	—	—	—
Swatow	30.10	38.10	—	—	—	—	—
Canton	30.10	38.10	—	—	—	—	—
Hongkong	30.10	38.10	—	—	—	—	—
Amoy	30.10	38.10	—	—	—	—	—
Swatow	30.10	38.10	—	—	—	—	—
Canton	30.10	38.10	—	—	—	—	—
Hongkong	30.10	38.10	—	—	—	—	—
Amoy							